

THE COMMERCIAL MOTOR

FRIDAY, MAY 26, 1961
ONE SHILLING

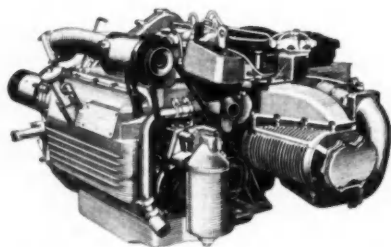
For Toughness, Power, Reliability!



*These 7-tonners are among the many varied
Commer vehicles operated by The Newcastle Breweries Limited.*

COMMER 7-12 TONNERS

—powered by the outstanding ROOTES DIESEL ENGINE



INTO these fine Commer trucks has gone the cumulative experience of over fifty years in the manufacture of quality vehicles and many millions of miles of service over the roughest of roads. Long periods of trouble-free service are assured by the fully-proved Rootes diesel engine, unsurpassed for its fuel economy and ease of maintenance.

Literature from your local Commer dealer.

* BACKED BY ROOTES COUNTRY-WIDE PARTS AND SERVICE ORGANISATION *

ROOTES PRODUCTS — BUILT STRONGER TO LAST LONGER!

COMMER CARS LIMITED • LUTON • BEDFORDSHIRE

EXPORT DIVISION • ROOTES LIMITED • DEVONSHIRE HOUSE • PICCADILLY • LONDON W1

Public safety demands



TYPE VP 49



TYPE VP 56

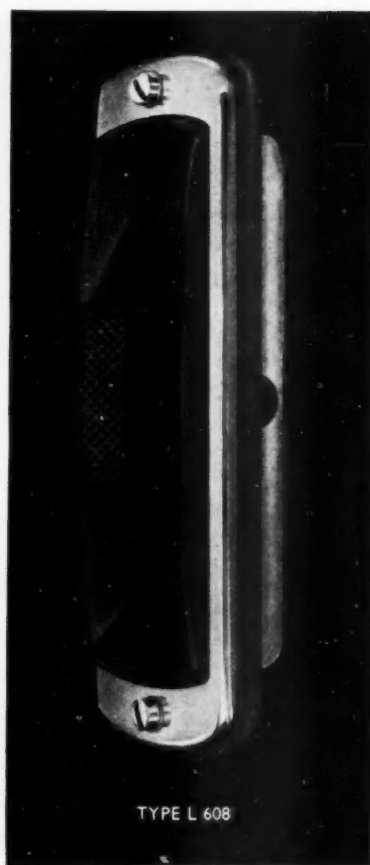
the highest



TYPE VF 46/27



TYPE VP 64



TYPE L 608

lighting standards

To be sure of adequate rear lighting of your vehicles, standardise on C.A.V. stop and tail lamps, which have been developed solely for heavy road transport applications. They are built to withstand the most arduous conditions of service. All C.A.V. rear lamps not only meet the legal requirements laid down in British Standard Specifications, but are also designed to satisfy the more stringent requirements recommended by the S.M.M. & T. as the desirable minimum standards for such lamps.



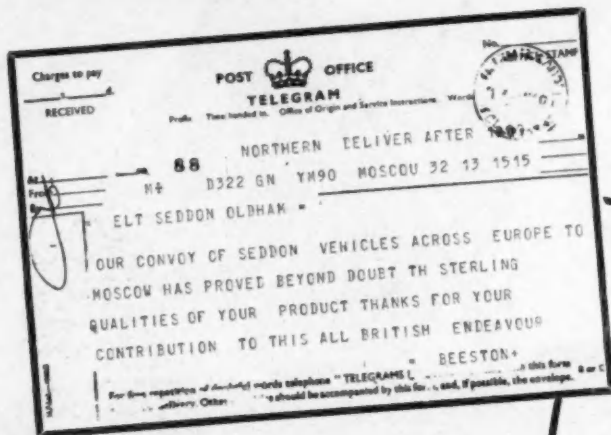
ELECTRICAL EQUIPMENT

C.A.V. LIMITED, ACTON, LONDON, W.3



GOES TO THE FAIR... (at Moscow!)

Convoy consisted of three 16-ton Seddon Articulated Vehicles (powered by Perkins SIX 354 Engines) and a Seddon 4-wheeler pantechnicon (powered by a Leyland 350 Engine). Performance is evidenced by these Telexes from Mr. Colin Beeston of the John Delaney Organisation.



SED DON DIESEL VEHICLES LTD., WOODSTOCK FACTORY OLDHAM, ENGLAND.

WESTON TWIN-POWER SLANT HOIST

**TAKES A
LOAD OF
PUNISHMENT!**



PLUS POINTS BEHIND THE THRUST INCLUDE

- **NO GROUND CLEARANCE PROBLEMS**

2-stage rams are positioned to thrust at slant angle of 30°. Thus there is no protrusion of lower ends of rams below chassis frame.

- **MAXIMUM EFFICIENCY WITHIN MINIMUM LOADING HEIGHT**

Design gives maximum efficiency with body floor heights within the minimum set by the Chassis Manufacturers.

- **STABILITY**

Wide spacing of rams ensures stability in the most punishing conditions. Rams are specially designed to counteract side movement of body.

- **SIMPLE INSTALLATION AND CONTROL**

The hoist is suitable for a very wide variety of intermediate and long wheel based commercial vehicles.

- **AMPLE POWER FOR THE HEAVIEST LOADS**

All Weston hoists are equipped with a 4-cylinder piston-type pump, precision-built, capable of operating at high pressures.

**WOOD, STEEL OR LIGHT
ALLOY BODIES BUILT
TO CUSTOMER'S OWN
SPECIFICATION.**

Two strong under-body rams of two-lift construction, give maximum thrust even in the worst conditions of strain and stress. In addition, a re-styled simple layout and exceptional low weight make the new 4S Twin-Power adaptable to a wide range of vehicles. Reliability and fast turn-round capacity have already been proved and acclaimed in all manner of work.



**WESTON WORKS (BIRMINGHAM) LIMITED,
WESTON LANE, GREET, BIRMINGHAM 11.**
Telephone: ACOcks Green 3936 (P.B.X.) Telegrams: "Sunsobod, Birmingham".

HOME AGENTS:

NORTH:

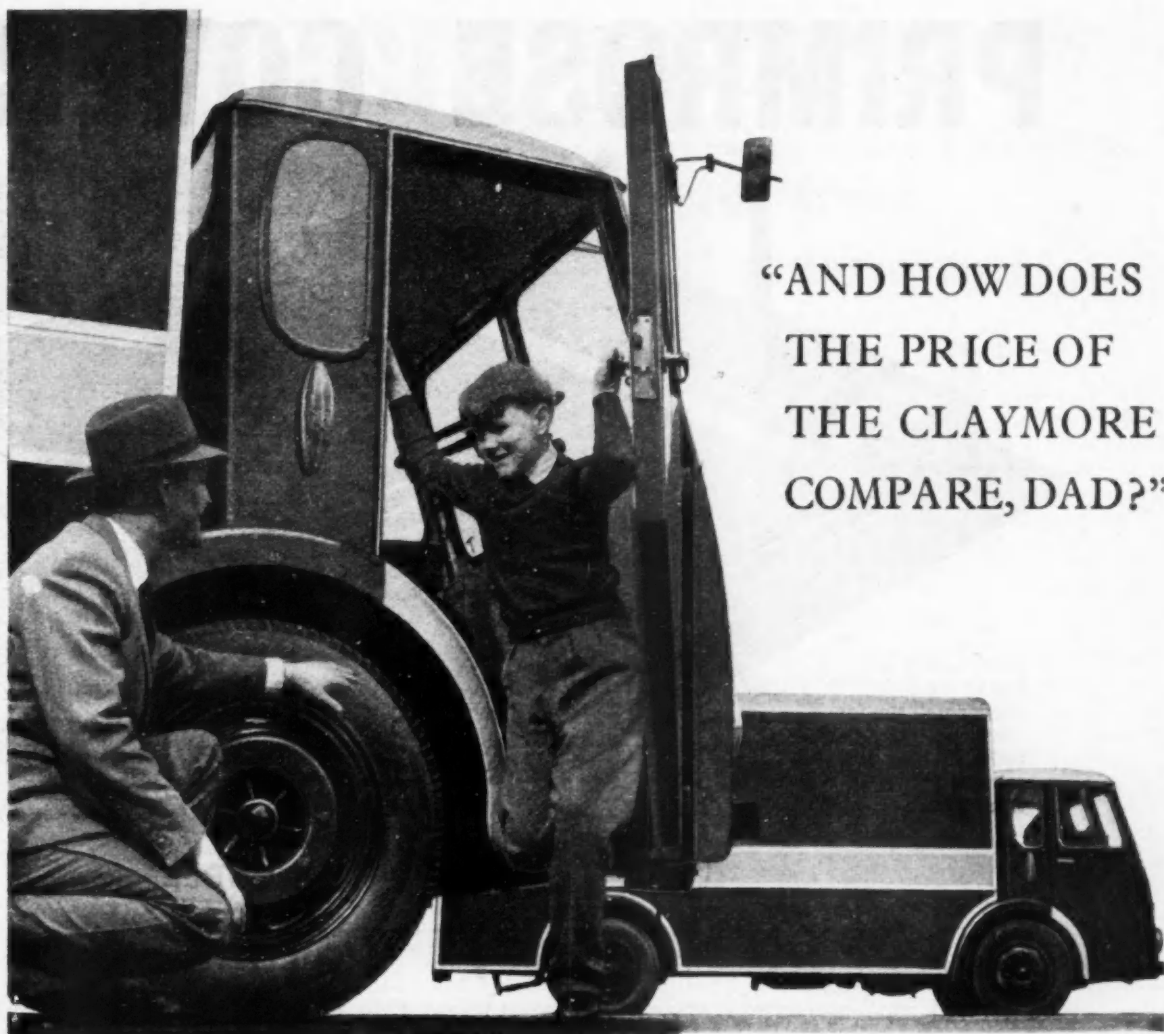
The Monarch Engineering Company, King Street, Salford 3, Lancashire. Telephone: DEAnsgate 5327/8

LONDON:

Southern Hydraulics Ltd., 11 Victoria Crescent, Wimbledon, London, S.W.19. Telephone: Liberty 2498.

SCOTLAND:

Northern Tipplers, High Street, Airdrie. Telephone: Airdrie 2401.



"AND HOW DOES
THE PRICE OF
THE CLAYMORE
COMPARE, DAD?"

THE **Albion**
4-5 TON
CLAYMORE

The ideal low-cost
delivery vehicle

"On price, son, the Claymore can't be bettered — not when you consider what it offers".

"Such as . . ."

"Fuel-saving for one thing. I reckon to knock out 20 m.p.g. with Claymores — and that's on stop-start work through traffic. Then you've got maximum body space with minimum overall length".

"Plenty of space in the cab too, dad?"

"Yes, for three men if necessary — that's where the underfloor engine scores".

"There's a new gearbox isn't there?"

"Yes, that's the Albion 5 or 6 speed constant-mesh job — a real heavy duty unit . . . then there's powerful braking . . . light steering. . ."

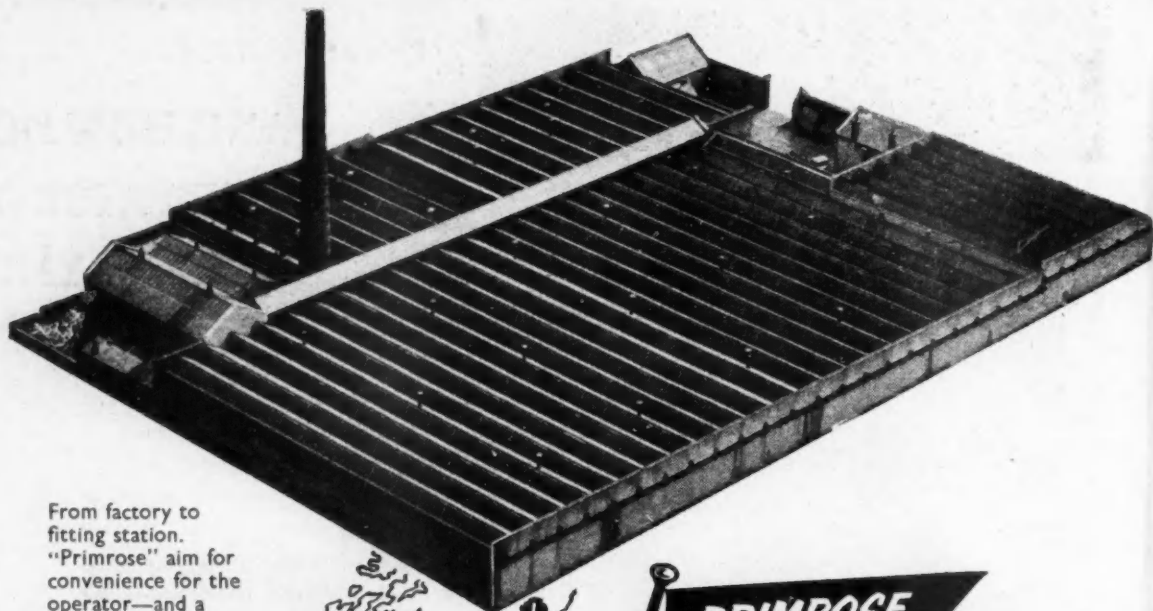
"You're certainly sold on the Claymore, dad".

"I am son, particularly at £1,415 for chassis and *cab. It's the only 4-5 tonner for me".

*£1,200 for chassis only.

ALBION MOTORS LTD · SCOTSTOUN, GLASGOW
SALES DIVISION: HANOVER HOUSE, HANOVER SQUARE, LONDON W.1. Tel. MAYfair 8561

PRIMROSE COVERS



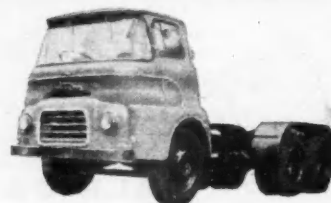
From factory to fitting station. "Primrose" aim for convenience for the operator—and a complete after sales service.



**PRIMROSE
FITTING STATIONS**

- ① DUNDEE
- ② AIRDRIE
- ③ CLITHEROE
- ④ LEEDS
- ⑤ ABERGELE
- ⑥ BIRMINGHAM
- ⑦ LUTON
- ⑧ GREENWICH

Overseas Fitting Stations :
SINGAPORE MELBOURNE
AUCKLAND CAPE TOWN



THE COUNTRY!

"Primrose"
REGD.

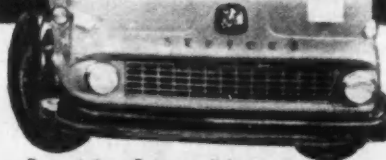
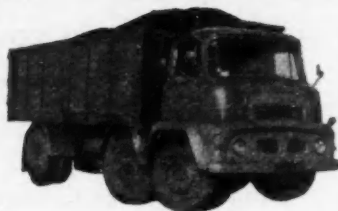
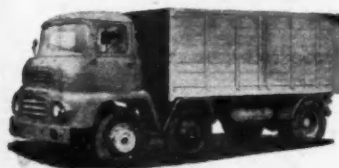
**TWIN STEER
and THIRD AXLE**

for increased carrying capacity

Over the past few years, the name "Primrose" has become inseparable from "Third Axles" and "Twin Steers." The "Primrose" aim has been to design and produce third axle and twin steer assemblies suitably adaptable to almost every make of vehicle. From a comparatively small beginning, "Primrose" are now producing well over 1,000 assemblies each year and many of these are repeat orders placed by satisfied operators. "Primrose" design and produce top quality assemblies which are so individually suited to each particular vehicle that they become an integral part of the vehicle and not "just another axle tacked on." Whether the call be for third axle, twin steer or double drive—to suit platform or tipper—long, medium or short wheelbase, "Primrose" offer more choice to the operator than any other manufacturer in this field. Should the call come from a fleet operator or a one-truck operator, "Primrose" will advise, design and produce. "Primrose" assemblies are second to none!

Write for full brochures to Dept. C2:

PRIMROSE GROUP SALES • CLITHEROE ROAD • WHALLEY • LANCs Phone: Whalley 3315/7



Part of the "Primrose" factory where the assemblies are fitted.

Some typical 'Primrose' assemblies

Quality matters to these people

Over forty years as refrigeration engineers and many more as coachbuilders have ensured for us a commanding experience in the field of low temperature transport.

The knowledge and skill that has guided us in these two spheres are combined to give you unsurpassed quality and craftsmanship. If, like the famous firms mentioned below, you expect only the highest standards in your transport, then together we have a basis for business.



Some of the users of Mann Egerton Low Temperature Transport are:

ARRIDGE & CO. LTD.,
BIRD'S EYE FOODS LTD.,
FINDUS INTERNATIONAL
J. LYONS & CO. LTD.,
NEILSONS ICE CREAM CO. LTD.,
JAMES RUDDINS LTD.,
ROSS FOODS LTD.,
SMEDLEY'S LTD.,
LOVELL WALL & CO. LTD.,



— which is precisely why they chose our vehicles

LOW TEMPERATURE BODYWORK
by
Mann Egerton

CROMER ROAD WORKS • NORWICH • ENGLAND • TELEPHONE 47272

POST THIS COUPON NOW!

Please send me a fully illustrated catalogue dealing with your low temperature transport.

NAME

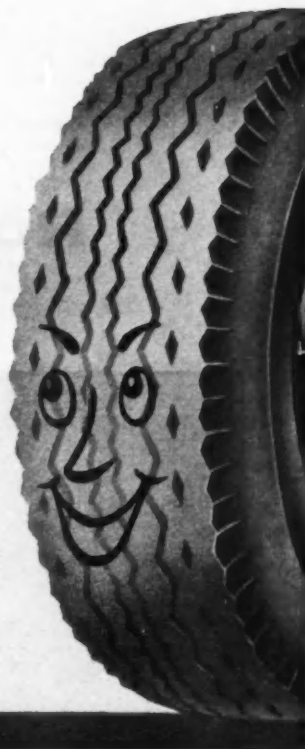
ADDRESS

EXECUTIVE TO WHOM CATALOGUE SHOULD BE SENT

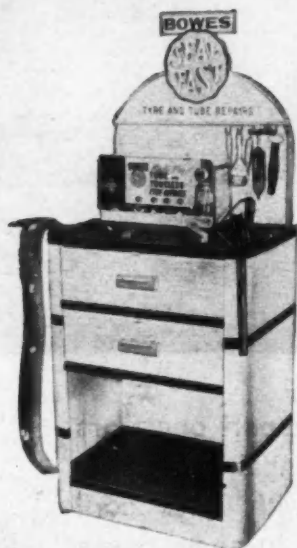
C.M.



Speed up and be sure with **BOWES SEALFAST** tyre repair systems



Bowes Sealfast equipment is uniquely designed, for speed and to take the hard work out of heavy tyre handling. Under this world-famous trademark is a complete range of dependable reasonably-priced equipment for the inspection and repair of tubed and tubeless, car-sized and commercial tyres.



The Complete Tube, Tyre and Tubeless Tyre Repair Outfit

Standard equipment for every Service Station, vehicle operator and transport garage. Compact, tidy, and a workbench in itself, with all the tools for quick tube and tubeless tyre repair—supplied with a MULTI-PLY cabinet containing sufficient material for over 400 repairs.

BOWES



Write for our new catalogue and price list

APASEAL LIMITED · BOWES HOUSE · HAILSHAM · SUSSEX · TELEPHONE: HAILSHAM 340



The **NEW MULTI-PLAST** tubeless tyre repair kit undoubtedly the safest, quickest method, uses an entirely new plastic material which moulds itself to fill any hole, without removing the tyre from the vehicle.



APA pneumatic bead expander the most ingenious and safest way to expand the bead on tubeless tyres without injuring them. (Actuated by air pressure).

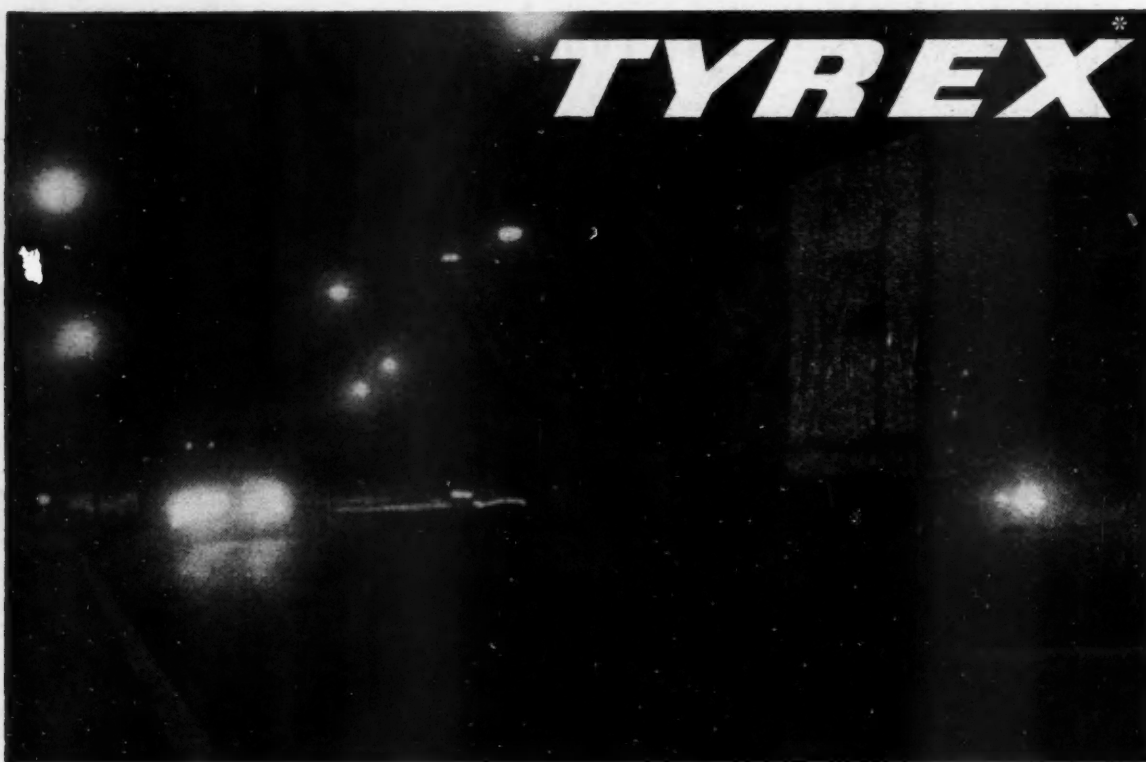


New and improved "Aquarium" tubeless tyre testing tank, being transparent, is the only way to discover small leaks that lead to slow punctures.

T.T. "LECTOSEAL"

Vulcanising equipment for hot repairs if required. Hydraulic and pneumatic spreaders, removers and bead breakers. And a whole range of polishes, cleaners and compounds.

Ross Group Transport gets more mileage with



ROSS GROUP LIMITED is one of many transport operators whose tyre costs per mile have shown substantial reductions with tyres of *Tyrex* cord construction. Tyres with *Tyrex* cord give longer original tread life—up to 26% longer in some cases—and take more remoulds because they are not liable to undue growth in service. Over smooth highways or rough terrain, tyres with *Tyrex* cord have been proved best by test. Ask your supplier for tyres with *Tyrex* cord.

NOTE: If you would like advice on how to set up a similar test in your own organization, simply write to Courtaulds Limited, 16 St. Martin's-le-Grand, London, E.C.1.

*Certification mark

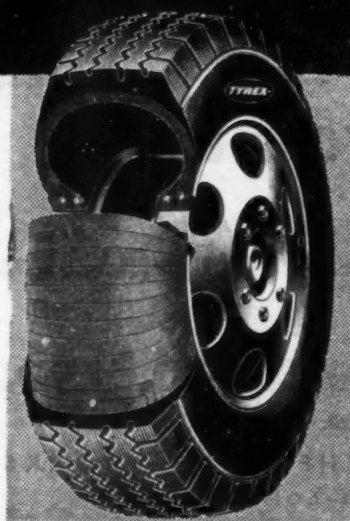


For some months we have conducted experiments on two 4-wheeled Leyland Comets to compare the performance of tyres made with nylon cord and tyres of otherwise identical construction and tread design made with *Tyrex* cord. Three 9.00 20 nylon cord tyres were run with three *Tyrex* cord tyres on the front and rear axles of each vehicle. Positional changes were carried out at approximately every 5000 miles. At the eleventh change, the mileometer reading on one Comet was 56,400, and on the other 54,282 miles.

Tyre wear was measured regularly in the presence of our own engineer and the sectional growth of the tyres was checked at each change.

The mileage provided by the *Tyrex* cord tyres showed a surprising superiority over the nylon cord tyres—equivalent to an average of 10%. There was also considerably less sectional growth in the tyres with *TYREX* cord.

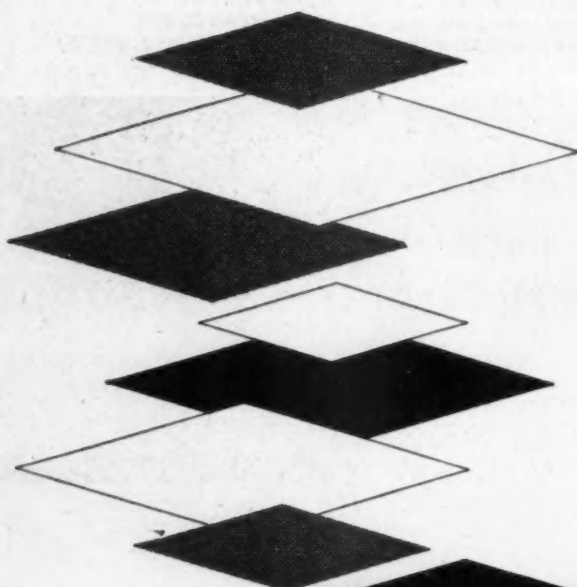
Signed: D. H. McVeigh,
Transport Director,
Ross Group, Grimsby



Ross Group Ltd. is one of Britain's leading transport operators. Its fleet of heavy lorries covers well over 8 million miles per year.

TYREX Backbone of the Safest Tyres

**at your service for a
CENTURY**



*hire
purchase
finance*

NORTH CENTRAL

and ready to help you NOW

NORTH CENTRAL WAGON & FINANCE CO. LTD.

a subsidiary of the National Provincial Bank.

120, MOORGATE • ROTHERHAM • YORKS

LONDON OFFICE: CYPRUS CHAMBERS • REGENTS PARK ROAD • LONDON N.3

Subsidiary Companies: A. J. Stanton & Co. Ltd • The Southern Counties Car Finance Corporation Ltd.

(Members of the Finance Houses Association)

FOR FURNITURE -

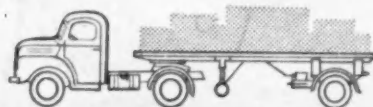


FOR ALL MANNER OF LOADS... TASKERS have the trailer born-and-bred for the job. Designed in collaboration with industry. Built to function better than the next... and certain to inherit that renowned TASKERS 'lastability.' "TOUGH like a TASKERS," say transport men! Take the "Easy Load" chassis, for example. Obvious choice for removals, soft-goods manufacturers, etc., for the smoothest ride in trailers on the road today. Independent rear-wheel coil spring suspension; the unique Taskers design that avoids all axle obstruction to give ultra-low-loading with a clear floor area. Exceptional stability!

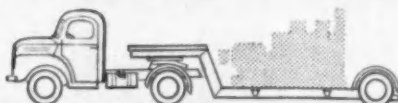
The range — the facts — the prices of TASKERS semis and independents are well worth looking into. Write for Publication No. 1199, "Representative Types."

Taskers

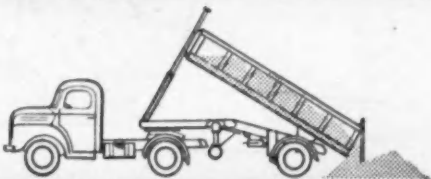
HAVE THE BETTER TRAILER FOR THE JOB!



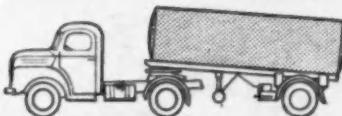
FOR DISTRIBUTED LOADS



FOR MACHINERY



FOR BULK LOADS



FOR LIQUIDS



FOR TIMBER

TASKERS OF ANDOVER (1932) LTD., ANDOVER, HANTS. Tel: Andover 2312. Telex: 47-539
 London Office: 36 Victoria Street, S.W.1. Tel: ABBey 2202
 Manchester Office: 26 Corporation Street, Manchester 4. Tel: Deansgate 6009. Telex: 66-249

NEW RED_EX

DIESEL DEODORANT

**puts paid to
pungent diesel
fumes**



Improve the odour of exhaust gases and pep up performance with RED_EX D.D. Prevent nasal irritation, coughing, and smarting eyes wherever diesel engines are used—on the road or in the factory, and neutralise the discomfort caused by fumes of stationary diesel plant in confined spaces.

A thoroughly tried and tested product, RED_EX D.D. is based on RED_EX, the well-known high performance additive. It therefore combines deodorising qualities with longer engine life—by reduction of injector deposits and ring sticking—giving improved engine performance and fuel consumption. RED_EX Diesel Deodorant should be mixed with diesel fuel in the proportion of one part RED_EX D.D. to 150 parts fuel.

For full details of NEW RED_EX Diesel Deodorant write to:

**REDEX
LIMITED**

365 Chiswick High Road, London, W.4

REDEX is a Registered Trade Mark of RED_EX Limited

Homalloy are Specialists in **SPECIALS**

**A NEW VAN BUILT BY HOMALLOY
FOR THE MINISTRY OF WORKS**



**HOMALLOY
HAVE THE
ANSWER TO
YOUR
"SPECIAL"
PROBLEM**



Designed for the Albion "Chieftain" Chassis, this platform body is constructed throughout in Homalloy Light Alloy. It is fitted with a special 19' x 7' corrugated floor with tread plate on top.

Homalloy

LIGHT ALLOY

HOME

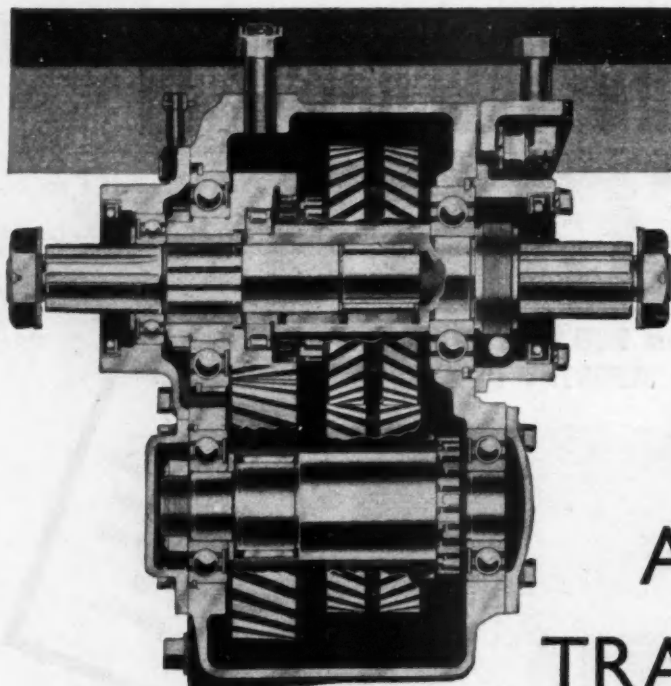
Head Office and Works:
HOLMES (PRESTON) LTD.
Homalloy Works, Blackpool Road,
Preston, Lancashire
Phone: Preston 89233 (5 lines)
Grams: Homalloy Preston

London Office and Works:
HOMALLOY (LONDON) LTD.
Homalloy Works, Sutton Road
Rochford, Essex
Phone: Rochford 56991 (5 lines)

Scotland:
HOLMES ALEXANDER LTD.
Heathhall, Dumfries
Phone: 2784 (4 lines)

ABROAD

RHODESIA
ZAMBESI COACHWORKS LTD.
Private Bag 25, Kapje, Salisbury
Phone: 24353



FULLER AUXILIARY TRANSMISSIONS

This section of the 2-A-62/2-B-62 two-speed transmission shows the robustness which is characteristic of all Fuller transmissions. Note the generous double-helical constant-mesh gears and the parallel-roller spigot bearing.

This two-speed box is suitable for use behind the main gearbox of vehicles having engines of approximately 620 cu. ins. capacity.

This box, and other Fuller auxiliary boxes giving 2, 3 or 4 speeds, enables a manufacturer to meet the demand for specialized heavy transport vehicles while still retaining standard engines and main transmissions.

OTHER FULLER TRANSMISSIONS

Fuller transmissions are also available giving 5, 7, 8, 9, 10 and 15 forward speeds, plus reverses: they include the famous Road-Ranger transmissions which simplify gear-changing and avoid gear-splitting.



ONE OF THE
AUTOMOTIVE
PRODUCTS
GROUP

WE SHALL BE PLEASED TO ASSIST YOU IN YOUR TRANSMISSION REQUIREMENTS.
A LETTER OR PHONE CALL WILL PLACE THE SERVICES OF OUR ORGANIZATION
AT YOUR DISPOSAL.

AUTOMOTIVE PRODUCTS COMPANY LIMITED,
AUTOMOTIVE HOUSE, GREAT PORTLAND STREET, LONDON, W.1
Telephone: Langham 2527 Telex: 23446

Sole European Representatives for the Fuller Transmission Division, Eaton Manufacturing Co., U.S.A.

FULLER TRANSMISSIONS

You get more **OUT** because we put more **IN**

Operators log more miles per gallon, more miles per tyre and the lowest running cost per ton mile with Four-in-Line semi-trailers because B.T.C. put more in. Extra thought and skill in design—extra strength in the frame, the springs, the coupling—special steels and alloys wherever extra robustness is needed—all these combine to make the Four-in-Line the most popular semi-trailer in the Country with operators and drivers alike. And, in spite of all the other extras—there is still no extra price—unchanged through the last three years.

These "B.T.C." model No. W.1107 12 ton capacity "FOUR-IN-LINE" Semi-Trailers were supplied through W. J. Reynolds (Motors) Ltd., Exeter.



* 10% EXTRA M.P.G.

Operators' records prove that at least 10% extra M.P.G. is obtained with Four-in-Line equipment.

* EXTENDED TYRE LIFE

100,000 miles per tyre on standard equipment is GUARANTEED with Four-in-Line semi-trailers, within limits of the tyre panel for claims and applying to mileage only.

FOUR-IN-LINE semi-trailers

promote efficient, economical transport



Registered Trade Mark No. 8674864

BRITISH TRAILER CO. LTD.

HEAD OFFICE: Phoenix Works, Richmond Road,
Trafford Park, Manchester, 17. Telex No. 66-250
Phone: TRAFFORD Park 0865
Grams: Trukantrak, Manchester Telex.

LONDON: 39, Charterhouse Square, E.C.1.
Telex No. 2-3184, MONarch 4270 and 4279
LIVERPOOL: Graham Works,
Kirkby Industrial Estate, Simonswood, 2126

Also at GLASGOW • BIRMINGHAM • LEEDS • BRISTOL

HARDWOOD

One of the world's most versatile materials has a place in every industry



Today, more than ever before, hardwood is being used in all forms of industry for its versatility, appearance and enduring qualities of strength and resilience.

Since the inception of the motor car, Glikstens have served the motor industry where hardwoods play their part in pattern making, body frames and coachwork. You can be sure of ample stocks of top quality hardwood and efficient delivery when you call on



the foremost name in timber

GLIKSTEN

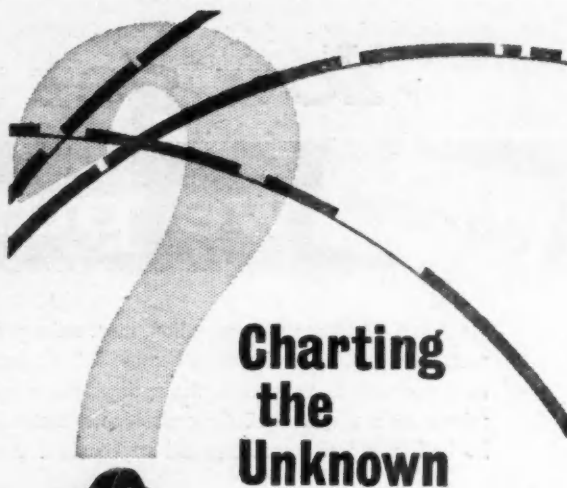
J. GLIKSTEN & SON (HARDWOODS) LTD

Carpenters Road, Stratford, London, E.15 Telephone: AMHerst 3300

Victoria Dock, Citadel Street, Hull Telephone: Hull 31144

87 Lord Street, Liverpool 2 Telephone: Central 7576

A16



Charting the Unknown



How can you tell what happens to your vehicles once they're on the road?

SERVIS RECORDERS provide the answers to these efficiency-affecting questions:

- How to cost running and standing times accurately.
- How to check legitimate delays, overtime claims, etc., and prevent unauthorised use of vehicles.
- How to plan operating schedules so that over-driving does not occur.
- How to increase returns on vehicle capital through more effective supervision and organisation of operating procedure.

Saving money in practically every country across the world!



Further questions fully answered in this timely booklet - Transport Management with the Servis Recorder.

SERVIS RECORDERS LTD.

Dept. C.M.,

19 London Road, Gloucester
Telephone: 24125



SEE SPARSHATTS

*the Body building
specialists*



*A typical 'Spartan' Metering/
Hose Reel multi-purpose fuel
oil Tanker.*

... FOR ANY TRADE

- MOBILE EXHIBITIONS
- FUEL OIL TANKERS
- REFRIGERATION
- FURNITURE

HOME HEATING SERVICE NEWS FOR AUTHORISED DISTRIBUTORS

"Spartan" Semi-pannelled Tank Units give you the saving of time and money you have been searching for. You can combine Metering/Hose Reel deliveries of Gas Oil and Paraffin WITHOUT CONTAMINATION if you install "Spartan" Patent equipment.

WRITE OR RING — OUR REPRESENTATIVE WILL GLADLY CALL ON YOU.

J. H. SPARSHATT & SONS LTD.

London Sales Office:
108-110 BELLENDEN ROAD, PECKHAM,
LONDON

Phone: New Cross 2939

Head Office & Works:
LONDON ROAD, HILSEA, PORTSMOUTH
Phone: Portsmouth 60361

Chichester Sales Office:
BOGNOR BRIDGE, CHICHESTER
Phone: Chichester 4154-5

SPARSHATTS

SPECIALISTS IN BODY BUILDING



FOR THE
FASTEST
 REPLACEMENT
 SERVICE
ring **BURGESS**

The next time you need replacement silencers and need them *fast*, ring Burgess for their by-return service is second to none. It should be, for Burgess — makers of silencers for over 30 years — know how important it is to maintain extensive stocks of silencers to suit *all* types of commercial vehicles.

Ring or write for 1961 In-stock Catalogue: BPS 232

**BURGESS PRODUCTS COMPANY LIMITED,
 HINCKLEY, LEICESTERSHIRE**

Main Scottish Distributors: David Harrison Ltd, 78/80 Haymarket Terrace, Edinburgh 12

Now I remember!

**ADVance 3345
 LIPTON
 FORK LIFT
 HIRE**

From $\frac{1}{2}$ ton to 7 tons. Up to 18' lift.
 Petrol, Diesel, Electric or L.P. Gas.

**L. LIPTON LTD., PHOENIX WORKS
 LAMPRELL STREET, LONDON, E.3**

BROCKHOUSE

**the most dependable name
in heavy duty trailers**



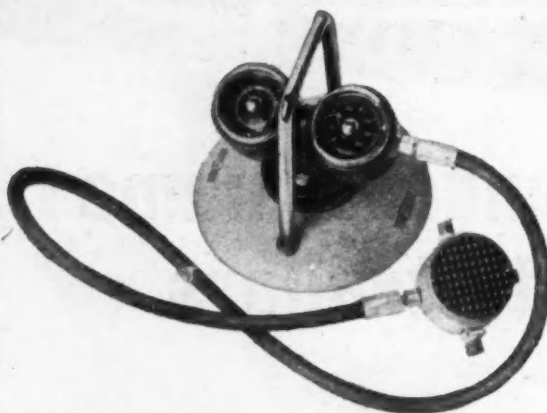
We show above a fine example of a refrigerator body—designed, built and fitted out by our distributors Mann Egerton & Co. Ltd., of Norwich. The body is on a ten ton interchangeable 25 ft. long straight frame Brockhouse Trailer.

J. BROCKHOUSE & CO. LTD

WHEELED VEHICLES DIVISION, VICTORIA WORKS, W. BROMWICH, STAFFS.

Telephone: Wednesbury 0243

NEW **Don**



COMBINED BRAKE METER & PRESSOMETER

Tests true stopping power! The new DON Combined Brake Meter and Pressometer combines the Mark III DON Brake Meter, to record deceleration, and the Pressometer to measure the physical effort exerted at the brake pedal to achieve deceleration.

The DON Combined Brake Meter and Pressometer is a **BOWMONK** product, accurately engineered by Bowser, Monks and Whitehouse Ltd., Doncaster.

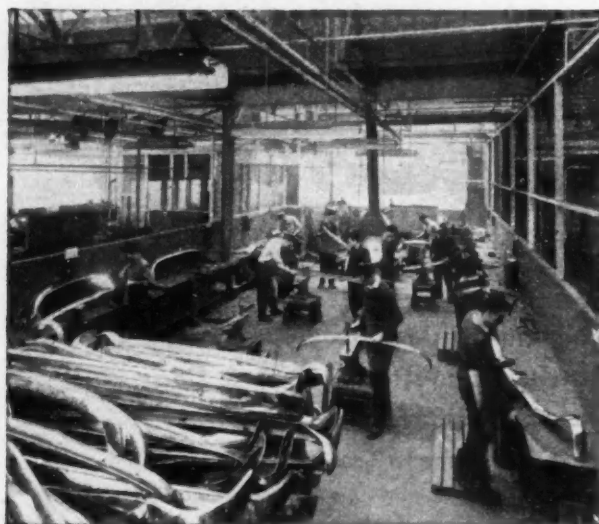
Post this coupon now!

THE COMBINED DON BRAKE METER AND PRESSOMETER

Name

Address

Friction Materials Div. Small & Parkes Ltd. Hendham Vale Works Manchester 9



- The Serck Bumper Repair Service provides the perfect repair below the cost of new.
- In most cases service exchange parts are available immediately on demand.
- The illustration is a typical example of the Bumper Repair Department at a Serck Branch.

AN IMPORTANT "BEHIND THE SCENES" SERCK SERVICE
AVAILABLE THROUGH ALL
BRANCHES

Serck BUMPER REPAIR SERVICE

- **BRANCHES AT**
AYLESBURY, BEDFORD, BELFAST, BIRMINGHAM, BOURNEMOUTH, BRISTOL, CARDIFF, CARLISLE, CHESTER, DUBLIN, EXETER, GLASGOW, IPSWICH, KILMARNOCK, MAIDSTONE, LONDON, NEWCASTLE-ON-TYNE, NORTHAMPTON, NOTTINGHAM, PLYMOUTH, PORTSMOUTH, READING, ST. AUSTELL, SOUTHAMPTON, SPALDING, STOCKTON-ON-TEES, SUDBURY (SUFFOLK), WOLVERHAMPTON.

SERCK RADIATOR SERVICES LTD.

Head Office:

WARWICK ROAD,
BIRMINGHAM 11



RING US TODAY FOR A DEMO

Ring VIKing 1244, Extension 15, if you would like to put the Bedford TK with Anthony tipping gear and new *double strength body* through its paces.

Our demonstrator is available *now* — just let us know when you'd like to try it for yourself.

RING, VIKING 1244, EXTENSION 15



BEDFORD TK WITH ANTHONY GEAR AND BODY



ANTHONY HOISTS (SUCCESSORS) LIMITED

BRAINTREE ROAD · SOUTH RUISLIP · MIDDLESEX

Telephone: VIKing 1244 · Cables: Antoists, Ruislip.

A MEMBER OF THE STEEL BARREL SCAMMELLS GROUP

Distributors: **SCOTLAND** Douglas Munro & Co. Ltd., Chapelhall Industrial Estate, Nr. Airdrie. Telephone: 2691

NORTH MIDLANDS Anthony Hoists, Chesterfield Depot, Station Lane, New Whittington. Telephone: Chesterfield 5495

London Servicing Agents C.M.G. Repair Co. Ltd., Kingston Road, Merton Park, S.W.19. Telephone: Liberty 7611

TAKING



CONTROL

The name of NEATE signifies all that is best in Handbrakes and Towing Equipment. Chassis manufacturers and vehicle operators are invited to contact us for fuller details of the Neate range which incorporates models to suit every requirement from 2—100 tons.



NTH/ST/105 for loads of approx. 4 tons.

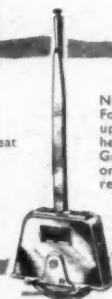


NTH 16 Automatic closing hook. Available for 4 and 8 ton loads. Can be operated by remote control.

NEATE



NBC/8 For 20-25 tonners. Repeat stroke action with gradual or instant release.



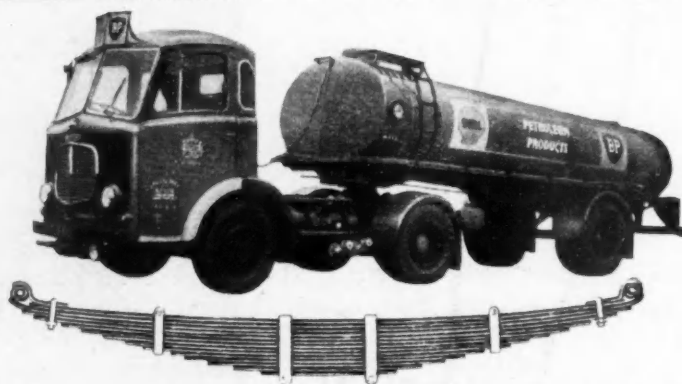
NBC/7 For all trailers up to the heaviest. Gradual or instant release.

NEATE BRAKE CONTROLS LTD.
HANWORTH TRADING ESTATE, HAMPTON
ROAD WEST, HANWORTH, MIDDLESEX

19/11/1962

Telephone: Feltham 4090
Grams: Neate Feltham

For a smoother
ride **SHELL-BP**
often depends on
EVANS'
SPRINGS



Evans' springs help to carry many of Shell - BP's heaviest loads over the roads of Britain.

With Evans' springs and Evans' spring maintenance service YOUR transport fleet will function with never a let-up or break-down. It pays to have Evans' wherever you go.

F.J. EVANS LTD



Makers of laminated springs for cars, commercial and passenger vehicles—
spring repair service, helper springs and heavy duty springs—Exchange Service.

COBBOLD ROAD, WILLESDEN, LONDON, N.W.10. Phone: WIL 6222-4
5/9 PAYNES ROAD SOUTHAMPTON Phone: 21412
11/13 ST. PETER'S STREET, IPSWICH Phone: 34964
WILLOW INDUSTRIES, TYLAND LANE, SANDLING, MAIDSTONE.
Phone: 35588

- ★ HYDRAULICALLY TESTED FOR WELL OVER NORMAL LOADS, EVANS' SPRINGS WHETHER NEW OR RECONDITIONED TO MANUFACTURERS' STANDARDS, STAND UP TO THE HEAVIEST LOADS. IF ANY DEFECT DEVELOPS WITHIN SIX MONTHS, A SPRING IS MADE GOOD FREE OF CHARGE.
- ★ PRECISION FINISH ENABLES AN EVANS' SPRING TO BE FITTED WITHIN AN HOUR.
- ★ MAKER'S SPECIFICATIONS STRICTLY ADHERED TO UNLESS OTHERWISE INSTRUCTED.
- ★ REGULAR COLLECTION AND DELIVERY OVER A WIDE AREA.

**For the clean
carrying of
liquid loads
specify**



APV 4,000 gallon Aluminium Alloy frameless aircraft refuelling tank trailer.

APV ALUMINIUM ALLOY TRANSPORT TANKS



APV 2,800 gallon Aluminium Alloy spirit transport tank.

To meet the ever growing range of liquids now carried in bulk, operators are turning more and more to aluminium alloy. APV, who pioneered the welding of aluminium and its use for transport tanks, has exceptional experience and resources for the design and construction of tankers in aluminium alloys.

**the answer to
most of today's
bulk liquid
transport
problems**

The advantages of aluminium alloy—

- ★ Permits a wider range of liquids to be carried.
- ★ High corrosion resistant properties ensure clean loads.
- ★ Enables a bigger tank capacity without increasing vehicle weight.
- ★ Prolongs chassis life and reduces running costs.

—and for Stainless Steel Transport Tanks

APV are equally skilled in the design and fabrication of stainless steel where greater hygienic or corrosion resistance properties are essential.



APV 3,300 gallon Stainless Steel Milk Transport Tank.

APV

THE A.P.V. COMPANY LIMITED • MANOR ROYAL • CRAWLEY • SUSSEX

TELEPHONE: CRAWLEY 1360 TELEEX: 8737 TELEGRAMS AND CABLES: ANACLASTIC • CRAWLEY

BOALLOY^{REGD.} CABS AND BODIES FOR E.R.F. CHASSIS

**An excellent tip
strongly recommended**



★ There's a Boalloy body
on every road in Britain—
not just a slogan, a fact!

**BOWYER BROS.
(CONGLETON)
LTD.**

WEST HEATH, CONGLETON,
CHESHIRE PHONES: 3733/4

GOODS THAT GO PLACES deserve

GOLMET VEHICLE SHUTTERS



*Photograph by kind permission of
United Bakeries Ltd., Midland Area,
Watnall, Nottingham*

Made to measure in galvalite steel or aluminium alloy, GOLMET roll or slide shutters have been specially developed for transport vehicles. More and more well-known fleet owners are specifying them because of their easy-to-fit, no maintenance advantages.

Sole distributors to the Motor Trade

GEO. O. JAMES
ESTABLISHED **LIMITED** OVER 60 YEARS

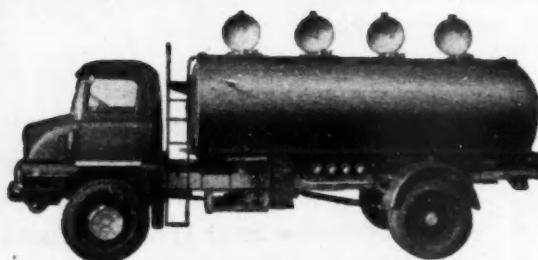
P.O. BOX 71, DOCK STREET, LEEDS 10
3 HAMMERSMITH GROVE, LONDON W.6 50 CRWYS ROAD, CARDIFF
Leeds 3-1845/6/7 London R1Verside 2856/7 Cardiff 22659



ALWAYS WELDING LTD.

STEEL FABRICATORS

**GIVING SERVICE
THE WORLD OVER**



2,000 gallon four compartment petrol tanker

ALWAYS WELDING LTD.

ASHE WORKS · ASH · Nr. ALDERSHOT

Tel. : Aldershot 2041/2/3

*J. F. Buckingham Ltd., Precision Engineers, Eagle Lane, Warwick Road, Kenilworth.
A SUBSIDIARY OF THE EAGLE ENGINEERING COMPANY LIMITED, WARWICK*

THERE'S MONEY IN THIS TYRE FOR YOU!



TYREX[®] CORD

the modern tyre cord
proved best by test

As a result of years of testing and research, Tyrex cord with its finer, more uniform molecular structure has these amazing advantages:

1. Higher strength
2. Greater impact resistance
3. Longer fatigue life

* CERTIFICATION MARK

U.S. Royal FLEETMASTER

Maximum traction, longer, safer mileage on or off the road, major cost per mile saving . . . that's why so many fleet owners are standardizing their heavy-duty fleets with **U.S. Royal Fleetmaster**. These ruggedly engineered tyres with their extra skid resistance and sure stopping power, last longer, and add to their value-for-money with every extra mile. This goes, too, for the three other tyres which, with the tyre shown here, make up the U.S. Royal "Big Four" Commercial Tyre range; **U.S. Royal Fleetway** for greater, safer mileage . . . important economy on normal road surfaces, **U.S. Royal Fleetway** with exclusive *Safety Steel Shield* for greatest-ever rupture-free running on normal roads, **U.S. Royal Super Fleetmaster** with exclusive *Safety Steel Shield*, steel protected, deep-tread tyre for outstanding mileage under roughest, toughest conditions on and off the road and now, all U.S. Royal Tyres are made with Tyrex, amazing super-strength Tyrex cord.

U.S. ROYAL TYRES



now even better . . . made with
TYREX CORD

MADE IN BRITAIN

THE NORTH BRITISH RUBBER COMPANY LIMITED, EDINBURGH

Change to U.S. Royal Commercial Tyres—built to handle mileage with safety and economy.



★ FIVE REASONS WHY

- ONE** Special "all-in" section prices for Bodybuilders.
- TWO** Huge stocks for building any type of body.
- THREE** Immediate free delivery in London and Suburbs.
- FOUR** Complete range of accessories in stock.
- FIVE** Over 40 years' experience at your service.

IT'S **ARLINGTON** for **ALUMINIUM**

ARLINGTON FACTORS & ACCESSORIES CO.

The Coachbuilders Comprehensive Factors

HIGH ROAD, PONDER'S END, ENFIELD, MIDDX. HOWARD 1266

**AND ALLOY
SECTIONS
SHEETS
CASTINGS
PLYMAX**

THOMPSON

4-TON UNDERSLUNG POWER WINCH Model 18

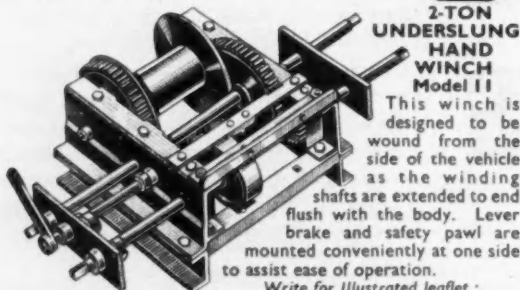
Designed for mounting either under the body or in front of the radiator to leave the floor clear for full payload. The winch, driven by power take-off from truck gearbox, is fitted with an automatic safety brake.



ROPE SPEED
30 ft. PER MINUTE
at 500 revs.

Thompson Winches SAVE FLOOR SPACE

SPECIALISTS IN WINCHES FOR COMMERCIAL VEHICLES



2-TON UNDERSLUNG HAND WINCH Model 11

This winch is designed to be wound from the side of the vehicle as the winding shafts are extended to end flush with the body. Lever brake and safety pawl are mounted conveniently at one side to assist ease of operation.

Write for Illustrated leaflet:

THOMPSON BROS. (Engineers) LTD.
ARCHERY WORKS, ARCHERY ROAD, ELTHAM, LONDON, S.E.9
Eltham SS22-3

Get on to GIBBS for **AUSTIN** ECONOMICAL



Austin 10/12
cwt. van

COMMERCIAL VEHICLES

Feltham 6644

Feltham 6644



LONGBRIDGE HOUSE
BEDFORD, FELTHAM, MIDDLESEX

DISTRIBUTORS IN MIDDLESEX
MAIN PARTS STOCKISTS



'NYLOY'

(PATENT No. 10667/59)

the last word in shutters

This shutter is the latest development from a company with 35 years' experience in the manufacture and design of roller shutters solely for the motor vehicle industry.

It combines aluminium with nylon to produce a shutter with far greater strength and durability than ever before, being made of 18g extruded age hardened material having a 2" flat face lath mounted on nylon end locks, thus eliminating "noise" "rattle" and the constant need for lubrication.

The flat exterior surface is perfect for paint finish and writing. The shutter can be supplied either in roll up or roof type.

* free brochure

Send now or phone for free illustrated brochure giving full details of Nyloy Roller Shutters.

DOVER ROLLER SHUTTERS LTD

SPRING GARDENS FACTORY ESTATE, LONDON ROAD,
ROMFORD, ESSEX.

Telephone: ROMFORD 45081/2
18 PARK STREET, ARDWICK,
MANCHESTER, 12

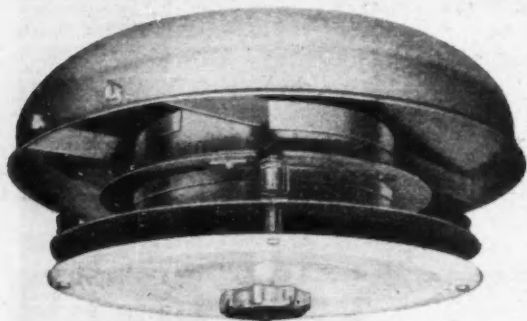
Telephone: ARDWICK 2338

HIGH CAPACITY MOTORISED VENTILATION with the

K-L CIRCULAR MOTORISED

VENTILATOR

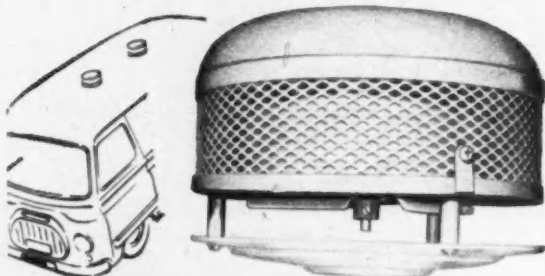
WITH OR WITHOUT AIR SHUTTER



FOR BUSES, COACHES,
COMMERCIAL VEHICLES CARRYING PERISHABLE
GOODS, AMBULANCES, etc.

High capacity fan 2,000 r.p.m. giving air flow of 250 cubic feet per minute. Reversible motor for air intake and extraction. Easily fitted and weather-proof against rain and dust. With or without air seal shutter to completely seal off air when required. Fitted by leading coachbuilders.

K-L *Motorairette* MOTORISED VENTILATION for SMALLER VEHICLES, VANS & PERSONNEL BUSES



Perfect ventilation, keeping vehicle interior completely fresh even if carrying fish, perishable goods, livestock, etc. Reversible motors for air intake or extraction. Capacity 90 cubic feet per minute ensures frequent air change. Weather-proof.

Suitable for Austin J2 and Omnivan • Bedford Workobus and Utilecon • Commer 1500 • Ford Thames 400E range 10 cwt.

Leaflets giving full details of these and other K-L accessories from your factor at garage, or write to the manufacturers—

K-L **KEY-LEATHER CO. LTD.**
5 Urswick Road, London, E.9 Tel.: AMHerst 5202/4

A28

W. J. BOYES & SON LTD

GARDNER

OIL ENGINE SPECIALISTS

ERF

SALES
SERVICE
SPARES

266-272, CORPORATION RD.
NEWPORT, MONMOUTHSHIRE

Phone:
NEWPORT 59764



DIESEL INJECTOR CLEANSER

attention diesel owners*

Get rid of that wasteful exhaust smoke by keeping the injectors clean and free from fuel deposits.

The addition of "Clenjet" to the fuel does all this and by improving combustion, gives greatly improved fuel consumption!

The cost? A mere one sixth of a penny per gallon of fuel.

For full details of "Clenjet," the revolutionary new product, get in touch with Edward Joy & Sons Ltd.

Send for full details and offer of free sample of "Clenjet"

NAME.....

ADDRESS.....

CM/2

A *Filtrate*
PRODUCT

EDWARD JOY AND SONS LIMITED, FILTRATE WORKS, LEEDS, 10

DAYSON & CO (COACHBUILDERS) LTD

WATT STREET, SMETHWICK TEL.: 5ME 2027/8



for the best in
bulk bodywork
of all types!

VANS
CONTAINERS
TIPPERS
BREAKDOWN VEHICLES
FIBREGLASS BODIES
AND TANKS

BODYWORK BY DAYSON**INDEX TO ADVERTISERS**

Name	Page
A	
Albion Motors, Ltd.	3
Always Welding, Ltd.	24
Anthony Hoists (Successors), Ltd.	21
Apaseal, Ltd.	7
A.P.V. Co., Ltd., The	23
Arlington Motor Co., Ltd.	26
Atkinson Vehicles, Ltd.	44
Automotive Products Co., Ltd.	14, Back Cover
B	
Bowyer Bros. (Congleton), Ltd.	24
Boyes, W. J., & Son, Ltd.	28
Boys, Henry, & Son, Ltd.	78
Box No. CM101	78
Breakdown Section	79
British Trailer Co., Ltd.	15
Brockhouse, J., & Co., Ltd.	19
Burgess Products Co., Ltd.	18
C	
Castrol Industrial, Ltd.	35
C.A.V., Ltd.	Inside Front Cover
Clayton Dewandre Co., Ltd.	Inside Back Cover
Commer Cars, Ltd.	Front Cover
Courtaulds, Ltd.	8 & 9
D	
Dagenham Motors, Ltd.	78
Dayson & Co. (Coachbuilders), Ltd.	29
Dover Roller Shutters, Ltd.	27
Dunlop Rubber Co., Ltd.	34
E	
East Greenwich Garage, Ltd.	79
Evans, F. J., Ltd.	22
F	
Farraris of Cricklewood, Ltd.	80
Firestone Tyre and Rubber Co., Ltd.	36
Ford Motor Co., Ltd.	33

Name	Page
G	
Gliksten, J., & Son, Ltd.	16
Gun Hill Garage	79
H	
Hartridge, Leslie, Ltd.	78
Holmes (Preston), Ltd.	13
I	
I.T.D., Ltd.	80
J	
James, Geo. O., Ltd.	24
Joy, Edward, Ltd.	28
K	
Key-Leather Co., Ltd.	28
L	
Leyland Motors, Ltd.	30
Lipton, L., Ltd.	18
M	
Mann Egerton & Co., Ltd.	6
Mathews, H., Ltd.	78
Mayfair Garage (Tamworth), Ltd.	79
Mitchell, L. A., (Motors), Ltd.	80
Morris Commercial Cars, Ltd.	31
N	
Nease Brake Controls, Ltd.	22
Newcastle (Staffs.) Motor Co., Ltd.	79
Normand, Ltd.	40
North British Rubber Co., Ltd., The	25
North Central Wagon & Finance Co., Ltd.	10
North Cheshire Motors, Ltd.	79

Name	Page
P	
Perkins Engines Ltd.	43
Picador Coachworks & Caravans, Ltd.	78
Pirelli, Ltd.	38
Power Petroleum Co., Ltd., The	41
Pralls (Hereford) Ltd.	79
Primrose Group Sales	4 & 5
R	
REDaX, Ltd.	12
S	
Scotts of Nottingham, Ltd.	79
Seddon Diesel Vehicles, Ltd.	1
Serck Radiator Services, Ltd.	20
Servis Recorders, Ltd.	16
Simms Motor Units	32
Small & Parkes, Ltd.	20
Sparshatt, J. H., & Sons, Ltd.	17
Standard-Triumph (Sales) Ltd.	39
T	
Taskers of Andover (1932) Ltd.	11
Thompson Bros. (Engineers), Ltd.	26
U	
United Motor Finance Corporation, Ltd.	42
V	
Vass, L. W., Ltd.	80
W	
Watts of Lydney	79
Westinghouse Brake and Signal Co., Ltd.	80
Weston Works, Ltd.	2
Y	
York Trailer Co., Ltd.	37

PICK OF THE BUNCH



Geest Industries Ltd., who have been importing bananas since 1952, bought their first Leyland only 2½ years ago. Now they have twelve: six Super Comets, four Comets, a 6-wheeled Hippo and an 8-wheeled Octopus. And four more Super Comets on order.

It is obvious why Geest's vote of confidence has gone to Leyland. They *know* that with the Leyland's reliability, perishable cargoes such as bananas will always reach market well before the 'off'.

In only 2½ years, Geest's have proved that this absolute reliability, coupled with exceptional fuel economy, low maintenance costs and a keenly competitive price, make Leylands better value for money than any other trucks.

And it's our guess that in the next fifteen years or so, they'll prove another point — that Leylands last longer.



LEYLAND MOTORS LTD., Leyland, Lancs

Sales Division: Hanover House, Hanover Sq., London W.1 Tel: MAYfair 8561

Spotlight on Germany

THIS week we are publishing a road-test report of a popular German heavy goods vehicle which, although not available in Great Britain, has had considerable sales success since it became available outside Germany earlier this year. The report appears for two main reasons: it gives a measure of the competition our makers are facing in export markets, and it indicates the current extent of German design progress.

It reveals two other points, however. One is that, good a vehicle as it is, equally fine machines are produced in Great Britain (thereby destroying the myth that everything German is without equal). The other revelation is the price in Germany—£3,230 complete with body. This figure suggests that were Britain to join the Common Market our vehicles would be less expensive than German products of the same calibre, all other things being equal.

Editor:
ALAN HAVARD
A.M.Inst.T.

Technical Editor:
JOHN F. MOON
A.M.I.R.T.E., A.S.A.E.

Assistant Editor:
CHARLES M. HENDY

Proprietors:
TEMPLE PRESS LIMITED

Chairman and Managing Director:
ROLAND E. DANGERFIELD

Head Office:
Bowling Green Lane, London, E.C.1.
Telephone: Terminus 3636
Telegrams: "Pressinus London Telex."
Telex 23839
Cables:
"Telex: 23839=Pressinus London."

Branch Offices:
Bayliss House, Hurst Street, Birmingham.
Telephone: Midland 6616

50 Hertford Street, Coventry.
Telephone: Coventry 27414

1 Brazenose Street, Manchester.
Telephone: Deansgate 6114-8

12 Renfield Street, Glasgow.
Telephone: Central 1413

Annual Subscription Rate: £3 10s.
U.S.A. and Canada \$10.00.

Encouraging

This in itself is encouraging, so if British products are at least as good as and cheaper than German vehicles, why are German makers successfully selling against British concerns in common export markets? The answers can only be: promises of better after-sales service, and more lenient trading terms. The former is the easier to overcome. British and German sales organizations alike maintain vehemently that they cannot offer credit over a longer period than two years, but that each other is giving up to seven years' credit, with low initial deposits.

The Germans admit that terms extending beyond two years will be offered in exceptional cases but even then, they say, only when dealing with foreign governments. Here, possibly, lies the key to German successes in Near- and Middle-East territories, helping to create the impression that German makers are government-subsidized.

Taking the vehicles themselves, whilst it must be admitted that sometimes the attention to detail and quality of finish evident on German vehicles is superior to that on British products, basic designs are tending to become more alike, whilst some German producers are even more conservative than our own. For instance, German cabs may be better finished than some of ours, but in many cases they are decidedly more difficult to get into and out of.

Best Vehicles

Applications for stand space at next September's Frankfurt Motor Show have increased by 40 per cent. compared with the previous Show. It would be nice to think that much of this increased demand had come from British commercial vehicle makers—not purely from hopes of sales in Germany, but to show potential non-German customers visiting Frankfurt that Britain can produce as fine a commercial vehicle as anyone could wish for, and at a genuine price.

Only last week Sir Patrick Hennessy said in London that Europe was "the test" for export sales, and that if a company could sell vehicles there it could sell them anywhere. German vehicles are built to give the long life expected by German operators. Nevertheless, British products are just as well designed and built. The battle lies not on the drawing boards but on the financiers' tables.

Operators in this country should, in any case, take an interest in competitive foreign vehicles because, if they see facets of design they like, they can approach British manufacturers to see if they can supply similar equipment or modifications on British vehicles for home consumption.

IN THIS ISSUE

- Removers Confer at Turnberry
pages 578-579
- The Public Transport Association
at Eastbourne
pages 584-585
- Road Test of a Popular German
Heavy Vehicle
pages 588-591
- Janus' Commentary
page 592
- Letters to the Editor
page 593
- New Equipment
page 595
- Planning for Profit
pages 596-597
- Latest Patents
page 598

NEXT WEEK

- Specialized Municipal Transport
Number
- British Heavy Road Tested

Men Who Make Transport

George

"I WENT down to the office at half past eight as usual, and there waiting for me was Mr. George!" Mr. George is, of course, George Kenning, chairman and joint managing director of the Kenning Motor Group, and the words could have been spoken by the manager of any one of Kenning's 150 or more depots spread over the country from Glasgow in the north, to Plymouth in the south. For George Kenning thinks nothing of setting off from his Derbyshire home at the crack of dawn to see how things are going with the various outposts of the company.

This quiet-spoken man in his early forties did not strike me as one who would stand much nonsense from anybody. I would hate to be the employee who did not turn up on time the morning Mr. George arrived out of the blue. But this is far from saying he is a tyrannical hiring and firing boss: discreet inquiries of mine round and about confirmed the view I arrived at when I visited the company's fine new premises at Chesterfield—that Kennings are very good employers indeed.

I can say with conviction that George Kenning is no personal publicity seeker. I seem to have heard as much, if not more, from him about his late father, Sir George Kenning, J.P., and his brother David, a joint managing director of the company, as about himself. "We are a team," he repeated. And I left Chesterfield with the very strong impression that the team is efficient and—doubtless, cause and effect—happy.

George Kenning's grandfather founded the business long before motor cars were thought of. That was in the Derbyshire village of Clay Cross in 1878. It was a hardware business, which included the sale of kerosene, candles and other oil products at the beginning, but went into the petroleum trade at the turn of the century. George

Bird's Eye View

Bigger Engines Coming

THINGS move slowly but surely in engine-manufacturing circles; gradually the engines themselves get bigger and more powerful, and nobody seems to be any the worse off. I hear that one well-known pair of diesel engines is shortly due to be internally enlarged by some 10 per cent.

Another little bird told me the other day that we might be having a successful make of German diesel produced over here soon. That was only a whisper, though.

Thin Disguise

IF British vehicle manufacturers really want to test foreign vehicles in this country under a cloak of secrecy they should pay a little more attention to detail. The other day an American Jeep forward-control truck was seen in the London area with some shiny new stop/tail and direction indicator lamps which are used only by a manufacturer with premises best described as "being in the Dagenham area."

Unless, of course, some other manufacturer was deliberately trying to give the impression that Ford's were playing with this vehicle. . . .

Getting Known

I AM SURE that hundreds of his old friends in the industry will have regretted the passing, at the age of 86, of F. G. Couch, one of the grand old men of Daimler. It was he who virtually introduced the famous *Daily Mail* hat—a kind of foreshortened topper—to the Motor and Commercial Motor Shows at Olympia and, later, Earls Court.

A32

With Mr. Couch, the hat became a veritable trade mark just as was (and still is to a regrettably limited extent) the hearty, reverberating laugh of E. L. Cadwallader of C.A.V., and the reversing smoke rings of a former editor of this journal.

But do not for one moment think the younger generation is any less versatile than their elders. The sight of J. S. Lees,



"Decent lot, those hikers we picked up."

Kenning



Remarkable resemblance to his late father—Mr. George Kenning.

Kenning told me that the earliest distributorship agreement in his company's possession is dated 1903 and was with the Consolidated Petroleum Company, predecessor of Shell-Mex and B.P., Ltd. The connection remains unbroken.

Like father, and, indeed, grandfather, like son or (as George Kenning would insist) like sons. The company has always gone out for new business, not fighting shy of any enterprise provided that it shows promise of profit. George

Kenning leaned back in his chair and reminisced. "Our Miss Kay will give you all the information on the firm," he had said. None the less, it clearly was a matter of pleasure to him to relate some of the outstanding commercial exploits of his forebears—as, for instance, the sale of 150 Morris two-seaters to the Shell Petroleum Co., just after the first war (Morris' first fleet sale), and the successful incursion into the tyre field in 1936. Today G.K. Tyre Services provide a comprehensive tyre service through some 40 specialized depots.

Though it is as servicing depots and car agents that I remember Kenning's branches in pre-war days (were they not the first, at any rate in the Midlands, to supply a seven-minute car wash?) George emphasized that since the war the company has expanded its departments concerned with the major overhaul of road tank vehicles. There are four depots now and a labour force of 260. Building, hiring and selling road tank vehicles also comes within the orbit of these depots.

Few people in the North and Midlands of England are in a better position to make a judgment than he, for over the past few years his company has greatly increased its capacity for the sale and service of conventional commercial vehicles. Depots have become specialized, staff has been increased and now the Kenning Group enjoys full facilities for special coachwork building, painting, overhauls and so on.

Two new examples of enterprise of which he is specially proud are at the Sheffield Wholesale Market—reputed to be the largest in the world and at Strensham on the Ross Spur. At the market a Kenning's depot will provide complete servicing facilities for vehicles and at Strensham the company is even launching out into catering. Following the general lines of Forte's rest centres on the M1, Kennings will set up a garage, restaurant, snack bar and so on. This is but the latest example of the restless search for new outlets for the firm's energies. George Kenning—or should I say, the Kenning brothers?—are a tough combination, ever on the alert to see that nobody gets past them. Today it is difficult to think of any aspect of the motor business, except of course, the actual manufacture of engines and chassis, which they do not in some way touch.

Marked Contrast

Until recently the company's administrative staff was scattered widely. Now they have been brought together under one broad roof at the new Chesterfield headquarters. These premises, with the modern décor (the boardroom and George Kenning's private office made me think of those advertisements for extremely soigné furniture one sees in those glossy pages of magazines) are in marked contrast to the somewhat drab town of Chesterfield. One wonders what that first Kenning—Frank, who died at 52 in 1905—would have said about it could he have driven up from the first Clay Cross premises. He would, I think, have wholeheartedly approved. He, like his son and grandsons, delighted in moving swiftly with the times.

What is George like? I believe he and his brother's personalities emerge through the firm. Go-getter—certainly. But that must not be confused with a picture of a rough, broad-spoken, shirt-sleeved North country self-made man who reckons now to anything farther south than Derby. George was educated at Mill Hill and took an M.A. degree. There's nothing rough about him. He sits at his desk, immaculately tailored, in a room of ultra-modern design, equipped with the latest in heating systems. All round him are pictures of his family and relatives, for I judge him to be a great family man. His pastime is boats: he is often to be seen on the Hamble. Dare I say that he is never happy away from transport?

H.C.

81

By The Hawk

Leyland, taking the part of a bridegroom (with three frilly-petticoated male attendants) in the cabaret at one stage of the Public Transport Association conference at Eastbourne last week had the authentic music hall stamp.

All Together Again

SPEAKING of the P.T.A., incidentally, it was almost like old (pre-1948) times to see Tilling, Scottish and B.E.T. busmen under the same roof again. Our editor tells me he several times surprised the foursome of A. F. R. Carling, Maurice Holmes, James Amos and Stanley Kennedy.

Whether they were simply reminiscing about those days of long ago when all busmen rowed the boat together, or whether they were talking of moving closer to the old arrangements, I would not know. At least they have done this on the publicity front, which may or may not be a straw in the wind.

Now We Can

AS a result of John F. Moon's visit to the German M.A.N. factory, *The Commercial Motor* is ending one of its long-standing traditions—the avoidance of the word "diesel" to describe compression-ignition oil engines. People often asked why we have refused to use the word. The reason was because Rudolf Diesel's original engines had air-blast injection, a feature not found on automotive engines, which led to the assumption that only engines working accordingly to Herr Diesel's original design should be called diesel engines.

M.A.N. call their engines diesels, pointing out that they are, after all, only developments of Rudolf Diesel's first unit. We bow, therefore, to the people who—after all—should know.

Railways' Road Drivers May Strike for More Pay

FROM OUR INDUSTRIAL CORRESPONDENT

B RITISH RAILWAYS are threatened with a one-week strike of all their lorry drivers working in the London area. The threat came last week at a mass meeting of the 2,500 drivers. They decided to strike for a week from midnight on Sunday, June 11, if the British Transport Commission reject their claim for a 9s. a week pay rise.

Mr. H. Atkinson, president of the London District Council of the National Union of Railwaymen, said after the meeting that the men were claiming a rise from £9 9s. to £9 18s. a week on the grounds of responsibility.

He said that the claim had first been submitted last December, but there had been no reply from the B.T.C. Nor had there been a reply to further demands in February and March. But after

Newcastle drivers had threatened to strike when the claim was submitted for a fourth time, the B.T.C. agreed to talks on June 1.

The claim is on behalf of 13,200 railway drivers in all parts of the country. They are dissatisfied with their treatment under the Guillebaud Report, which, they claim, did not give them a square deal.

The Union agree with them, though they accepted the Guillebaud proposals as a package deal. Now the Union are determined to do better for their men.

LORRY DESTROYED IN BLAZE

A LORRY belonging to Fred J. Wright, Flaxley Road, Selby, Yorkshire, was destroyed last week after it had caught fire on the main Perth-Dundee road on its way to Aberdeen.

Bankrupt Haulier Lost £1,821 at Llanwern

D EFICIENCIES of £1,821 were admitted by Mr. Patrick Brunnock, of Brynglas Drive, Newport, at a public examination last week. Brunnock, who started business as a haulage contractor in January, 1960, said that he incurred losses because of accidents to his lorries while carrying shale to Llanwern.

Mr. A. J. Seldon, assistant official receiver, said that Brunnock employed his brother three months after starting business. Work was quite profitable at Llanwern and the brothers operated the lorry for 24 hours a day.

Two months later the lorry was involved in a collision and Brunnock found it necessary to buy another lorry. This cost £2,250 under a hire-purchase agreement. Both lorries were later working, but another collision occurred with one of them.

In October, 1960, no further shale was required. Brunnock obtained employment hauling coal at Birmingham in November, 1960.

At the end of December, the coal hauling contract was terminated and, in January, 1961, the hire-purchase firm repossessed one of the lorries. The other lorry was unserviceable.

The examination was closed.

THORNYCROFT MOVE

T RANSPORT EQUIPMENT (THORNYCROFT), LTD., announce that on May 31 their London sales office will be transferred from Thornycroft House to 50, Page Street, Westminster, London, S.W.1 (Tel.: Victoria 4777), the London sales and spares depot of A.E.C. (Sales), Ltd.

The Thornycroft branch at 76 High Street, West Bromwich, has been closed and moved to the A.E.C. depot at Colliery Road, Birmingham Road, West Bromwich (Tel.: West Bromwich 2171).

B2

40 m.p.h. for Goods Vehicles Plea

A RECOMMENDATION to the Minister of Transport that the speed limit of goods vehicles be raised to 40 m.p.h. was agreed at a meeting last week of the Coventry area of the Traders' Road Transport Association. Mr. L. Patrick, divisional secretary, said that this would keep heavy vehicles in line with proposals for top speeds of buses and coaches.

A proposal that the Minister be asked to remove all restrictions on the speed of light vans was also carried at the meeting.

Mr. G. W. Scholes, who presided, complimented Coventry Corporation on its proposals for new no-waiting restrictions in the city, after the meeting had been informed that goods vehicles could still unload in the restricted areas.

NO RIGHT-HANDERS

MR. JOHN PEYTON (Tory, Yeovil) is to ask the Minister of Transport to ban all right turns on the Great West Road for an experimental period.

Bus Wages—Now the Reckoning

From our Industrial Correspondent

T HE long-drawn-out dispute in the provincial bus industry over pay and conditions is over at last—bar the final approval.

Following the pattern set in the municipal side of the industry, the Board of Arbitration, under the chairmanship of Mr. D. J. Robertson, awarded a pay rise of 11s. a week to 100,000 men employed by private and B.T.C.-controlled undertakings.

Now comes the reckoning. The award, which is back-dated to May 10, will cost the affected undertakings at least £3,000,000 a year.

Taken together with the extra costs falling on bus companies as a result of the Budget proposals, there will be some anxious totting up of figures in the board rooms. It seems unlikely that all the extra costs can be absorbed and applications for permission to raise fares are virtually certain.

The 11s. award to bus crews brings the basic pay of a bus driver to £10 2s. 6d. a week and that of a conductor to £9 18s. 6d.

In addition, the arbitration board

decided that work on Saturdays after 1 p.m. should be paid at time and a quarter and that there should be special payments for early and late duties.

For duties starting up to 3.59 a.m. there should be an allowance of 2s. per duty and from 4 a.m. to 4.59 a.m. of 1s. 6d. a duty. At the other end of the day duties scheduled to finish between 12.1 and 1 a.m. should carry an allowance of 1s. 6d. per duty and those finishing after 1 a.m., 2s. per duty.

They also decided that double time should be paid for public holidays specified in the agreement.

For skilled maintenance men working in central garages and running sheds there is to be an increase of 6d. an hour, or 21s. per week on the standard 42-hour week.

The award, which is not binding, has now to be considered by the two sides. The six unions which make up the trade union side are expected to meet shortly and to give their approval. Though the award is nowhere near their claim for about 25s. a week, the improvements in conditions are more generous than those awarded to the municipal men.

Move to Slash P.S.V. Fuel Tax

FROM OUR POLITICAL CORRESPONDENT

A MOVE to free from duty heavy oils used as fuel for buses will be made by Labour M.P.s when the Commons debate the Finance Bill after the Whitsun recess. Four Members, led by Mr. Harold Wilson, the "Shadow Chancellor," have put down a new clause to the Bill which, if accepted, would give this relief to heavy oils used as fuel for hackney carriages having seating capacity for 20 or more.

They say that the words "hackney carriage" should have the same meaning as in the Vehicles (Excise) Act of 1949—"a mechanically propelled vehicle standing or plying for hire." Included is any vehicle let for hire by a person whose trade is to sell or let them, provided that the vehicle is not let for more than three months.

The Commons will also be asked by the Opposition to approve a lower rate of excise duty for goods vehicles used by farmers and showmen and local authorities' watering vehicles.

Amendments setting out these new rates say that the range of unladen weights covered by different payments should be extended.

Perkins Option on Thames 15-cwt.

ALL models in the Thames 15-cwt. range are now obtainable with a Perkins Four 99 diesel engine as a factory option in place of the standard petrol engine. The price of any of the models is increased by approximately £125 with the fitting of the Perkins.

Road test results obtained with a Thames 10/12-cwt. van fitted with a Perkins Four 99 engine (converted by H. and J. Quick, Ltd., Ford dealers, of Manchester) were given in *The Commercial Motor* of December 5, 1958. Fuel consumption figures on these tests, when fully laden, were non-stop 48 m.p.g. and four stops per mile 27.5 m.p.g. Acceleration through gears from 0-30 m.p.h. was 11 seconds.

Comparable figures obtained when testing a standard Thames 15-cwt. van (reported in *The Commercial Motor* on February 26, 1960) were, 27 m.p.g. non-stop and 19.5 m.p.g. four stops per mile, both when fully laden. Acceleration time from 0-30 m.p.h. through the gears on this vehicle was 10.5 seconds.

A direct comparison of fuel consumption performance on the two tests can be made using the figures for part-load runs, where the gross weight of the two vehicles was virtually the same. In these, the diesel-engined version returned figures of 51.3 m.p.g. for the non-stop run and 30.6 m.p.g. for the four-stops-per-mile run, against 31 m.p.g. and 20.5 m.p.g. respectively for the petrol-engined model.

Scott's Unlikely to Get Full Grant

THE previously adjourned application by Alexander Scott (Contractors), Ltd., of Glasgow, to add four rigids and eight artics to their A licence, was resumed before the Scottish Licensing Authority, Mr. W. F. Quin, at Glasgow, on Tuesday.

Schedules were produced showing January and February availabilities, but in cross examination it was agreed that these figures covered extremely limited periods, and for British Railways, objecting, it was claimed that no evidence had been given justifying an application of such magnitude. Mr. Quin deferred his decision but agreed that the figure did not justify a quantity such as was asked.

BRAKE CHANGES ON TRADERS

THE Hydrovac braking system which is currently fitted to Thames Trader 5- and 7-ton models with straight frames is to be fitted to other models in the Trader range.

It will now be standard equipment on the 3- and 4-ton straight-frame chassis, the 3-, 4- and 5-ton low-frame chassis and the short-wheelbase tractor unit. At the same time the brake lining area on the 4-ton models is increased from 342 sq. in. to 386 sq. in., on the 5-ton low-frame model from 362 sq. in. to 436 sq. in. and on the tractor unit from 386 sq. in. to 480 sq. in.

Mr. Hanlon on "Reasonable Expedition" Regulation

A SHORT-TERM application for a B licence, authorizing three vehicles, was adjourned by the Northern Licensing Authority, Mr. J. A. T. Hanlon, at Newcastle on Tuesday, in order that the application could be published in accordance with the statute. The application, prelude to a substantive B licence, was necessary because the applicants—Redpath Brothers, of Wooler, Northumberland—had allowed their previous licence to expire.

For the applicants, Mr. T. H. Campbell Wardlaw, told Mr. Hanlon that unfortunately, owing to an oversight, an application for the renewal of the old licence had not been submitted before the expiry date. However, the vehicles had been taken off the road when it was realized that they were unlicensed, and an application for a substantive B licence had now been submitted.

Mr. Arthur Redpath, director, said that the matter concerned a licence and vehicles which his company had acquired from Turnbull's of Chathill, Northumberland. Instead of, as suggested by the Authority previously, amalgamating the vehicles into the company's substantial fleet, they had been kept separately licensed.

He admitted receiving reminders from the L.A.'s office about the necessity for renewing the licence, but, unfortunately, he was under the impression that the notices concerned another B licence, due for renewal at the end of June.

Mr. Wardlaw: "I believe the confusion has been heightened by the fact that the

actual licence has been mislaid?" Mr. Redpath agreed, and added that the vehicles had been taken off the road.

Addressing Mr. Wardlaw, Mr. Hanlon, referring to section 173 of the Act, said: "It clearly says that a short-term licence can only be granted where I am of the opinion that the application has been made 'with reasonable expedition' and that the demand for the vehicles is so urgent as to render compliance with the requirements of the section impracticable."

He continued: "How can it be said that this application has been made with reasonable expedition when the matter has only come before me in May; the licence having expired at the end of January, and, according to the regulations, application for renewal should have been sent in in November?"

Mr. Hanlon said that the application had to be published, unless he was satisfied that it was made with reasonable expedition. He adjourned the application so that it could be published, and for further evidence.

"Objectors Went Back on Word"

AT Newcastle on Tuesday, R. G. Tait and Sons, of Haydon Bridge, appeared on the fourth adjournment of their original application to add nine vehicles to their A licence subject to surrender of contract A licences.

Mr. T. H. Campbell Wardlaw, for Tait's, said that following on the original hearing there had been discussions between the applicant and the objectors and agreement had been reached that they would not proceed with the original variation. It was agreed instead that they would submit a limited B licence application for six vehicles of 29½ tons, limited to goods for the Streetley Co., Ltd., and G. A. Cook, Ltd. The authorization would apply in the six Northern Counties and the Southern Scottish Area.

Mr. Wardlaw expressed astonishment that the parties to the agreement had now thought fit to submit objections to that limited application. B.R. and B.R.S. had stood by the agreement. R. Durham and Sons, Ltd., one of the objectors now, had not been a party to the agreement and no objection could be offered. But he could not understand why the original objectors had gone back on their agreement.

Mr. I. Robey, for the objectors, said that there was a perfectly valid objection to a B licence. They had lodged it to protect the proper interests of the clients involved.

Mr. J. A. T. Hanlon, the Licensing Authority, pointed out that the case could not be heard that day since objections to the B application would only terminate on the evening of that day, but there must be an end to such adjourned cases in the interest of all concerned.

Mr. Hanlon also pointed out that there were 14 subsidiary companies of the Streetley Co., Ltd., and he would require to know which of these companies were involved in the present application. He adjourned the application.

WINDSCREEN STANDARD AMENDED

AN important change in its specification for toughened glass used in windcreens has been made by The British Standards Institution. The change has been made so that windcreens can be produced which will give the driver better visibility should the screen fracture.

The amended standard (B.S.857) allows makers of toughened glass windcreens to incorporate in them a "modified zone," about 16 in. wide and 6 in. high, in front of the driver. The glass in this panel is toughened less than the rest of the screen and will not frost so much.

"Modified Zone" windcreens are to be made by British Indestructo Glass, Ltd., Pilkington Bros., Ltd., Suntex Safety Glass Industries, Ltd., Triplex Safety Glass Co., Ltd., Tyneside Safety Glass Co., Ltd.



Men in the News

(Left) Mr. J. E. H. Davies, the new managing director of Shell-Mex and B.P., Ltd.

(Right) Mr. A. E. Guy, the new general sales manager of Guy Motors, Ltd.



Mr. F. M. Fieldhouse has been appointed group traffic manager by British Ropes, Ltd., of Doncaster and branches. He was formerly transport manager of Tarmac Roadstone, Ltd.

Mr. J. E. Read, general sales manager, Car and Truck Domestic Division, Ford Motor Co., Ltd., Dagenham, and **Mr. J. Butler**, secretary and controller of Henry Ford and Son, Ltd., Cork, have been appointed to the board of the Cork company.

Mr. R. H. Insoll, who became an executive officer of the Road Haulage Association last year, is to take charge of the secretarial side of the R.H.A. and will be responsible for many of the committees. **Mr. A. E. Sherlock-Mesher** has been appointed press officer, with responsibility for editing *Road Way*. **Mr. Frank Lyon**, public relations officer, will retain his overall responsibility for public relations and the publication of *Road Way*.

Mr. T. G. Hillion, a transport finishes representative of paint manufacturers Blundell, Spence and Co., Ltd. (Industrial Division), is on a four months' special sales drive in Northern and Southern Rhodesia. The trip is part of the Blundell Industrial Division's campaign for more transport refinishing and other business in these territories. Recently the company appointed Stansfield, Ratcliffe and Co., Ltd., as their agents for N. and S. Rhodesia.

Mr. E. L. Oates, district accountant, Preston, British Road Services, has been appointed divisional accountant, North Western Division, in place of **Mr. C. P. Gormley**, who has been appointed divisional accountant, Pickford Division, to succeed **Mr. R. Semple**. **Mr. W. Parkinson**, district manager, Preston, has been appointed commercial assistant to the divisional manager, North Western Division, and **Mr. W. N. Cherry**, branch manager, Irish Ferry Branch, Preston, has been appointed district manager, Preston.

n4

Mr. P. Rodney Pollard has been appointed to the board of Mercantile Leasing Co., Ltd. Mr. Pollard is on the group management committee of the Mercantile Credit companies.

Mr. H. I. Arnold has been appointed export fleet sales manager of A.E.C. (Sales), Ltd. Mr. Arnold has been associated with the export of Thornycroft vehicles for a number of years.

Mr. S. H. Ireland, assistant managing director, **Mr. L. S. Bright**, financial director, and **Mr. A. O. Miller**, director, have been appointed to the board of the Consolidated Pneumatic Tool Co., Ltd.

Mr. R. T. Miller has been appointed managing director, and **Mr. A. George** has been appointed assistant managing director of Fletcher Miller, Ltd., a member of the Castrol Group of Companies.

Mr. E. H. Carr, bus proprietor, of Annfield Plain, Co. Durham, has retired after nearly 40 years in the business. He started on his own account in 1923, and operated buses between Stanley and Durham City.

Mr. A. E. Guy, son of the late Mr. W. Ewart Guy, who was for many years sales director of Guy Motors, Ltd., has been appointed general sales manager to the company in succession to **Mr. W. L. Drummond**. Prior to serving the company overseas for the past five years, Mr. A. E. Guy was service manager at the company's Wolverhampton headquarters.

Following the acquisition of Standard-Triumph International by Leyland Motors, Ltd., it is announced that in order to integrate the operation of the two companies, **Sir Henry Spurrier** has become chairman of Standard-Triumph International, Ltd., with **Mr. Alick S. Dick** continuing as managing director. **Mr. S. Markland**, **Mr. S. Baybutt** and **Mr. D. G. Stokes** have also joined the board. It is also announced that **Mr. A. S. Dick** and **Mr. S. B. Dixon** have been invited to join the board of Leyland Motors, Ltd.

Mr. L. J. R. Holt has been appointed municipal equipment sales manager of the Leyland group. Mr. Holt has worked for Scammell Lorries, Ltd., since 1928.

Mr. H. A. Hulks, a senior sales representative of Joseph Lucas (Export), Ltd., leaves England this week-end on market surveys and sales and service visits in Mexico and Jamaica. During his tour, which will take approximately eight weeks, he will make a short liaison visit to the recently formed company, Lucas (America Latina) S.A., in the Free Zone of Colon, Republic of Panama.

Obituary

We record with deep regret the death of **MR. ANDREW DICKSON SANDERSON**, **MR. DOUGLAS S. HINCHCLIFFE**, **MR. W. R. J. BOWHEY**, **MR. ALBERT LINGLEY** and **MR. W. J. MCCALLUM**.

Mr. Sanderson, a haulage contractor of Croft Street, Galashiels, Selkirk, was 58.

Mr. Hinchcliffe, head of the firm of J. F. Hinchcliffe and Sons, Ltd., coach proprietors and haulage contractors, Penistone, was 50.

Mr. Bowhey, who was depot superintendent, Aberdare U.D.C. Transport Department, from 1945 until last month, died suddenly. He was 59.

Mr. Lingley was chairman and managing director of the Sale-Away Touring Co., Ltd., Stretford, and one of the oldest independent operators in the North West. He was 70.

Mr. McCallum, a popular figure in the commercial vehicle industry, was advertising manager of Albion Motors, Ltd., at the time of his retirement at the end of last year. He had been with the company for 50 years and was factory representative for India, Ceylon and Burma from 1929 until 1948 when he returned to Glasgow. **Mr. McCallum**, who died on Monday, was 65.

Minister Hopeful About the Approaches to London Docks

FROM OUR PARLIAMENTARY CORRESPONDENT

WITHIN the next few years manufacturers of heavy electrical apparatus in the London area should be able to move loads of 200 tons by road to the docks, prophesied the Minister of Transport last week.

He was replying to a Commons question from Mr. Ellis Smith (Labour, Stoke South) about the difficulties which exporting electrical manufacturers face because of lack of direct transport facilities.

Mr. Marples recalled that in 1947 the Ministry agreed to establish a network of roads capable of carrying heavy abnormal indivisible loads between the main centres of manufacture and the ports.

The centres mentioned by Mr. Smith—Trafford Park, Manchester, Stafford, Hollinwood, Rugby and Birmingham—were now all connected to ports by this network.

On modern vehicles, went on the Minister, it had proved possible to move loads of up to and over 200 tons net from all but one of these centres. From Rugby loads of up to 170 tons net had been moved.

Manufacturers of heavy electrical apparatus in the London area should also be able, within the next few years, to export plant of the same size.

Anti-diesel Fume Regulations Soon

NEW regulations designed to cut down fumes from diesel engines will be introduced soon. The Minister of Transport said last week that these would require the excess fuel device to be so placed that it could not be used while the vehicle was in motion, and would make it an offence to have the device in operation while the vehicle was moving.

He expected to lay these regulations before the Commons shortly, added Mr. Marples. Welcoming this announcement, which was made in the Commons, Mr. Francis Noel-Baker (Labour, Swindon) urged the Minister to make a speedy decision about smoke meters suitable for measuring fumes from motor vehicles.

He recalled a statement by the Minister of Housing and Local Government that smoke and dirt in the air killed 50,000 people last year, and that 20 million working days were lost through dirty air.

"Is it not time the Minister took steps to do something about this problem of air pollution from motor vehicles?" asked Mr. Noel-Baker.

He asked how Mr. Marples was getting

on with his investigation of the Hartridge and Dunedin smoke meters, and questioned whether meters were really necessary in order to enable police officers or any other intelligent witnesses to determine whether or not a motor vehicle was polluting the air.

Replying, Mr. Marples pointed out that the difficulty was to get a meter which would register the amount of smoke in the air in order to make for effective enforcement. No country in the world had yet succeeded in doing that, but the Warren Springs Laboratory of the Department of Scientific and Industrial Research was helping him in developing a meter that would meet certain criteria.

"Lucky" Driver Sent to Jail

THE retrial took place at Westmorland

Intermediate Sessions at Kendal last Friday of the Silloth, Cumberland, haulage contractor who had a remarkable escape from death near Nether Bridge, Kendal, in January. A load of 10 tons of girders shifted to crush the cab of his lorry and he was trapped with his head between the spokes of the steering wheel for 40 minutes before being extricated.

William Lewis Pattinson, the owner of the vehicle, and at the time disqualified from driving because of a speeding conviction, pleaded Not Guilty at the April Sessions to being the driver at the time of the accident.

He stated in evidence on that occasion that when the cab creaked and started to collapse he shouted to Ernest Arthur Andrews, a driver employed by him during his disqualification, to jump out. Pattinson then slid into the driving seat, according to evidence given by both he and Andrews, merely to halt the vehicle,

and was trapped when the cab collapsed.

On that occasion the jury of nine men and three women failed to agree after retirements totalling 2½ hours, and a retrial was ordered.

On Friday, after another hearing lasting nearly five hours, an all-male jury returned a verdict of Guilty, and Pattinson was sentenced to three months' imprisonment, plus a new disqualification from driving for 12 months.

PERMANENT LOADING BAN IN WEST END

THE ban on loading and unloading at present imposed by police experimental regulations is to be made permanent in West End parking zones in July. In the meantime, ordinary waiting restrictions will apply—any vehicle will be allowed to wait, on or off a meter, for as long as may be necessary to load or unload goods within a maximum of 20 minutes.

No Limit on Chemical Movement by Road

MR. R. A. BUTLER, the Home Secretary, last week turned down the suggestion that a limit should be placed on the amount of chemicals carried by road vehicles.

The Motor Vehicles (Construction and Use) Regulations of 1955, made by the Minister of Transport, placed a limit on the laden weight of a vehicle, he said, and he had no reason to think that further action was necessary in this respect.

He had been questioned in the Commons by Mr. Stan Awbery (Labour, Bristol Central), who spoke of the danger of vehicles carrying dangerous chemicals such as nitric and sulphuric acids, and the ever-increasing size of these bulk-carrying vehicles.

Mr. Awbery suggested that the Home Secretary should reduce the danger to the public by limiting the amount of such chemicals which could be carried.

Road Safety Probe

THE factors affecting road safety which are now being investigated by the Road Research Laboratory were outlined in the Commons last week by Mr. Denzil Freeth, the Parliamentary Secretary for Science.

They included, he said, skidding, the behaviour of vehicles during emergency braking, and when colliding with kerbs of various types and with fixed barriers or with other vehicles.

In addition the Laboratory was carrying out research into such traffic engineering problems as the layout of road junctions, the timing of traffic signals, control systems for junctions and the design of road signs.

He told a questioner that after analysis of data from a number of countries the Laboratory had found that speed limits, although exceeded by a high proportion of drivers, produced a major effect in reducing very high speeds. Their imposition in urban areas was usually followed by a marked reduction in serious accidents, but had little effect in reducing speeds just above the limit or on the number of slight accidents.

DOUBLE WHITE LINE REPORT

THE Minister of Transport hopes to receive soon a report on the behaviour of drivers on roads marked with double white lines.

He said in the Commons last week that this survey was being carried out by the Road Research Laboratory, but from the information so far available it was not possible to say with any certainty what effect the double white line system had had on the accident rate.

NO DRINK NEAR MOTORWAYS

AN amendment to the Licensing Bill, seeking to ban the sale of alcohol on premises near special roads and motorways, has been tabled.



The chairman's committee of the Road Haulage Association for the year 1961-62; seated beside the national chairman, Mr. J. B. Mitchell, are (left) Mr. D. O. Good, and (right) Mr. J. T. Turner. Standing behind Mr. Mitchell are, from left, Mr. G. K. Newman, secretary-general, Mr. R. N. Ingram, immediate past chairman, Mr. H. Bell and Mr. A. R. Butt.

More Members, More Cash, Reports Road Haulage Association

AN increase in membership of 211, bringing the total at the end of 1960 to 16,870, is announced in the Annual Report of the Road Haulage Association for 1960-61. The general fund at the end of the year showed a healthy balance of £186,590.

During the year, the licensing committee considered various aspects of licensing legislation and submitted to the Minister of Transport a number of recommendations. These included: greater efforts to be made by Licensing Authorities to enforce the conditions for operations under C hiring margin and contract A licences, and to reduce the large number of unlicensed operations on road works;

Licence holders should be able to use their staff as drivers for the vehicles of other licence holders under reciprocal arrangements for shunt services;

Employers should not be prosecuted in cases where they have taken every step to prevent falsification of drivers' records and could not have known of such falsification;

"Repeal F-licences"

The section of the Act which enables C-licensed farmers to carry for hire or reward should be repealed in view of the frequency with which this privilege is being abused;

Holders of F licences should be required to have C licences, because the F-licence privilege is being abused;

The right of appeal should be provided against enforcement of that section of the Act which empowers a Licensing Authority to remove from a licence a vehicle that has ceased to be used under the licence for any reason other than a fluctuation of business.

The problems of bans on loading and unloading were considered by the Traffic Committee which is endeavouring to

establish a pattern for reasonable proposals on such bans.

A measure of success is reported by the Bulk Liquids Group in their pilot scheme to counter drivers' falsification of records.

The Clearing House Group gave attention to the dangers of passing work to inadequately licensed customers and urged members to help to eliminate the spate of "piracy," by giving more attention to checking licences.

R.H.A. Executive

AT their first meeting last week, the newly appointed national council of the Road Haulage Association elected the following members to the executive and finance committees:—

EXECUTIVE: J. B. Mitchell (national chairman), H. Bell, A. R. Butt, D. O. Good and J. T. Turner (vice-chairmen), R. N. Ingram (immediate past national chairman), N. T. O'Reilly (Northern), W. Bridge (Yorkshire—Leeds), G. Reader (Yorkshire—Hull), T. Smith (Yorkshire—Sheffield), R. S. Heaton (North Western—West), L. Dugdale (North Western—East), T. Dabbs (East Midland), G. W. Mousley (West Midland), J. H. G. Penfold and P. H. R. Turner (Metropolitan and South Eastern), A. Williams (South Wales), A. H. Gore (Western), J. Rawlings (Southern), C. Robinson (Eastern), L. C. Matthews (Devon and Cornwall), A. Scott (Scottish), R. G. Crowther, R. H. Farmer, A. T. Robson, R. B. Brittain, J. Murly, R. Clifford, C. Collins, F. Rudman, J. Allsop, R. Atkins, H. Hunter, A. Ramage, F. Harfoot and G. A. P. Upston.

FINANCE: J. B. Mitchell (national chairman), H. Bell, A. R. Butt, D. O. Good and J. T. Turner (vice-chairmen), N. T. O'Reilly, R. N. Ingram, R. G. Crowther, W. Bridge, and R. Clifford.

Scottish Hauliers Fined £405

ANDREW SCOTT AND SONS, haulage contractors, No. 15 Holding, Barns of Claverhouse, were fined a total of £405 at Dundee Sheriff Court last week, after admitting four charges involving 373 contraventions of the Road Traffic Act, 1960, mainly relating to hours and records. Twenty-nine of the contraventions concerned drivers driving for continuous periods of more than 5½ hours; one referred to a driver exceeding 11 hours in 24 hours; 315 involved failure of drivers to keep current records; and the remaining 28 were in respect of vehicles on B licence being used outside their authorized radius.

Mr. Walter Fletcher, solicitor, said the charges arose from a routine check. His clients had received a request for the records, which they had sent on.

Apart from the fourth charge, they all arose through the failure of drivers to keep records.

Additional Tipper for China Clay

INCREASING traffic in china clay between Cornwall and the Staffordshire potteries was given as the reason for an application for an additional tipper by Lockyear's Transport, Ltd., Exeter, to the Western Licensing Authority at Bristol last week. The hearing had been twice previously adjourned.

Mr. F. D. R. Jenkins, for the company, said the vehicle would be based at Exeter from where they already operated a number of vehicles on A licence.

A representative of the firm produced figures for the past 27 months showing increased traffic and earnings. Sub-contracting had also gone up considerably in the same period and letters from three firms were put in stating that hired transport was not satisfactory because loads were often delayed.

British Railways asserted that they already carried large quantities of china clay to North Staffordshire.

After adjourning the hearing to enable the applicant and objectors to talk matters over, it was announced that they had reached agreement, and Mr. S. W. Nelson endorsed the application by granting an A licence.

STARTING THE JETS

A NEW alternator set produced by Simms Motor Units, Ltd., has been applied to jet engine starting vehicles used by B.O.A.C. These are Austin Omnivans converted by Auto Diesels, Ltd., having this concern's "Stad" gas turbine mounted in the body. Compressed air is provided by the gas turbine to start the jet engines of Boeing 707s.

The alternator, which is driven by the van engine, is used to charge the battery for the Simms starter on the gas turbine, and the installation ensures that the battery for turbine starting is kept fully charged despite the relatively short running time between successive starts of the turbine itself.

C Licensee Bought A Licence— Fined for Illegal Running

"YOU are either a knave or a fool, I don't know which," Sheriff Inglis told George Ramsay Edwards, 32 Castle Street, Dundee, during his trial at the sheriff court last week. He was fined a total of £15.

Edwards admitted using a lorry outside the terms of his C licence by carrying goods for hire or reward between Dundee, London and Manchester. He denied further charges of using a lorry, with intent to deceive, a certificate granted by the South Eastern Licensing Authority in respect of another lorry, and knowingly making a false statement on an insurance proposal form that he was the holder of an A licence.

Edwards told the Court that a Harry Josephs in London asked him for £600 for an A licence. He (Edwards) went to London, paid £450, which was all he could give at the time, was given the lorry disc, and was told he would get the actual vehicle as well when he paid over another £150. Edwards said he got a receipt for £450 and left it at that. Josephs advised him to leave the licence transfer formalities to Josephs' solicitors and so save himself money. Edwards left it to Josephs to get the licence transferred, and gave him his name and address and telephone number.

Advertised for Sale

Edwards said there were advertisements in certain journals every week advertising A licences for sale. He purchased this licence from 38 East India Dock Road. He had since tried to get in contact with Josephs, but no one lived there. It seemed to be just an empty house.

He was unaware that the licence had been improperly come by, otherwise he would not have been using it. The licence did not appear to have been altered.

When he told the Sheriff that he tried to be a business-like man, Sheriff Inglis commented: "You don't seem to have been very business-like in this transaction. You are either a knave or a fool, I don't know which."

Cross-examined by Mr. John Skeen, deputy fiscal, Edwards admitted that he knew that in the road haulage world A licences were scarcer than gold. But he thought if he saw something advertised for sale in the paper, all he had to do was go and buy it.

Finding him guilty, Sheriff Inglis said: "Now that I have convicted him as a knave, I will treat him as a fool. I will content myself with a fine of £5 on each charge."

A1 at Simms

A YEAR of outstanding progress and record output at the works of Simms Motor Units, Ltd., was reported in his annual statement to shareholders by Mr. G. E. Liardet, chairman and managing director of Simms Motor and Electronics Corporation, Ltd.

The purchase of the new factory within a few miles of Finchley, which now houses the whole of the automotive electrical equipment production, left space at the Finchley works to install additional plant to cope with the rising demand for fuel injection equipment, he stated.

Net profit of the Simms Group for the year was £702,647, compared with £489,490 for the previous year.

42-vehicle Licence Switch Granted

THE application by Pointer's Transport Services, Ltd., Norwich, to have most of their B fleet switched to A licence was granted at Norwich last week. Mr. W. P. S. Ormond, the Eastern Licensing Authority, said that in the absence of customer evidence, the transfer of two low-loaders and a car-transporter from B to A licence would be refused. The application for the remaining 42 vehicles would be granted.

"It is in my view in the public interest to increase the operation and efficiency of a tipper fleet of this kind in reasonably full employment, by enabling the vehicles to be freely interchanged, as would be the case under an A licence," said Mr. Ormond.

Normal user for the fleet will now read: "Excavated building and road materials, plant, agricultural goods mainly within the county of Norfolk and all work for the Pointer group."

Quart Into Pint Pot

A BUS driver attempted to drive a 14-ft. 4-in. high bus through the 12-ft. 9-in. Newport Arch at Lincoln, it was stated in Lincoln last Friday when the driver, Francis John Ross, aged 25, of Peartree Close, Birchwood Estate, Lincoln, was fined £5 for careless driving. The prosecution said it was a "very unusual accident." The bus was empty, apart from the driver and conductor, and there were no injuries. But about 10 ft. of the upper deck of the bus was sheared off.

New Transport Companies

R. T. Cardo Transport, Ltd. Cap. £15,000. Subs.: F. J. Evans, 40 Patricia Avenue, Goldthorn Park, Wolverhampton. P. R. James, Crete, Queens Gardens, Bilston.

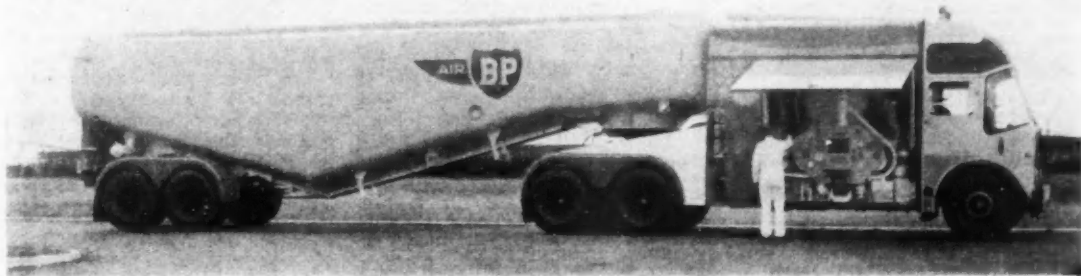
Cotton Carriage Works, Ltd. Cap. £500. Dirs.: R. F. Moreton and Mrs. P. Moreton, both of 42 Cipsy Lane, Nuneaton; Paul E. Moreton, 2 Fox Avenue, Nuneaton. Sec.: Phyllis Moreton. Reg. office: 193 Heath End Road, Nuneaton.

James Martin (Wood Haulage), Co., Ltd. Cap. £100. Subs.: James J. Martin, 39 Creighton Avenue, E.6; Mrs. Lottie Leff, 3 Hadley Court, Cazenove Road, N.16. Dir.: J. J. Martin. Sec.: Lottie Leff. Reg. office: 180 Bethnal Green Road, E.2.

W. Smith (Cobridge), Ltd. Cap. £10,000. Dirs.: W. Smith and D. W. Smith, both of Bedford House, Bromley Street, Cobridge, Stoke-on-Trent. Sec.: Hazel Redfern. Reg. office: Bedford Garage, Bromley Street, Cobridge, Stoke-on-Trent.

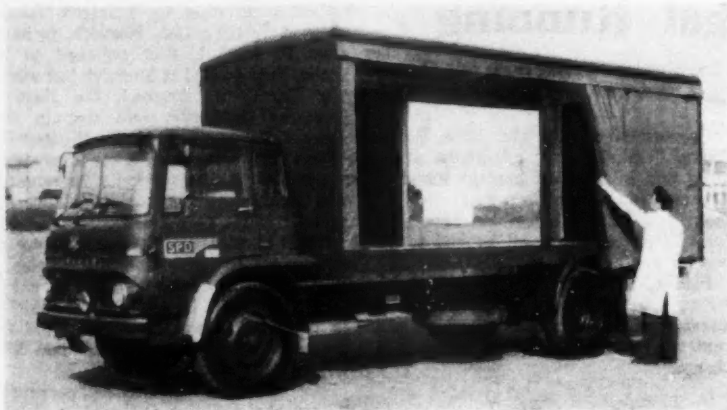
Bethell and Searle Co., Ltd. Cap. £100. Dirs.: S. V. Searle, 7 Woodcut Road, Wrexham, Surrey. Douglas C. R. Kellie, 76 Butts Road, Alton, Hants. Reg. office: 3 East Street, Alresford, Hants.

R. and M. Bisset, Ltd. Cap. £10,000. Dirs.: Robert Bisset and Margaret Bisset, both of Primrose House, Runhead, Ryton on Tyne, Co. Durham. Sec.: Rita Ebdon. Reg. office: Primrose House, Runhead, Ryton on Tyne.



This "Yorkshire" super-fueller is one of a number designed and built by Saro (Anglesey), Ltd. for Air B.P., the aviation service of the British Petroleum Co., Ltd. It is to be shown at the Paris Air Show, at Le Bourget Airport from May 26 to June 4, on the stand of Hawker Siddeley Aviation, Ltd. Capacity of the all-welded aluminium tank is 10,000 gal. of fuel which can be dispensed at a maximum rate of 750 g.p.m. The tank is mounted on a semi-trailer and is shown coupled to an A.E.C. tractive unit which has a specially designed pumping compartment mounted behind the cab.

Quicker Pallet Handling



Flaps at each corner and the top ensure that the load is kept dry.

A BODY specially designed to overcome the loss of time in sheeting and unsheeting loads on open trucks when part deliveries are made, has been constructed by United Service Garages (Portsmouth), Ltd., for S.P.D., Ltd. The body was built on a 7-ton Bedford TK 13-ft. 11-in.-wheelbase diesel-engined chassis and is designed to accommodate eight 4-ft. by 3-ft. 4-in. pallets.

Framework of the body is of aluminium alloy, and the open sides and rear are closed by full-length curtains. These slide on nylon runners fitted to the roof and are secured beneath the platform by quick-release, spring-loaded rubber lashings at 12-in. intervals.

Orders and Deliveries

MORE A.E.C.s: The Williams-Hudson group of companies have placed a repeat order for 19 A.E.C. Mammoth Major eight-wheelers and one A.E.C. Mercury.

MORE RAILWAY BANTAMS: Bristol Railways have ordered 56 Karrier Bantam 10-ft. 2-in. wheelbase chassis and 100 Karrier Bantam tractors with J-type coupling gear. All the vehicles will be supplied with diesel engines.

TIMBER TRACTORS: Belize Estate and Produce Co. have ordered nine A.E.C. tractor vehicles for use on their logging operations in British Honduras. The order is for eight Mandators and one six-wheel-drive Militant.

BIG INDIAN ORDERS: Orders for Leyland Comet bus chassis worth more than £500,000 placed recently with Ashok Leyland, Ltd., of Madras, include 100 for Gujarat State Road Transport Corporation, 50 for Bihar State Road Transport Corporation and 25 for the Transferred Road Transport Undertaking Dept. of Maharashtra.

INDIAN COMETS: Neyveli Lignite, Corp., Ltd., have ordered 10 Leyland Comet chassis from Ashok Leyland, Ltd.

MONARCHS TO GOA: Twelve A.E.C. Monarch tippers ordered for service on mining operations in Goa, Portuguese India, will have Bonalack cabs and Edbro-B. and E. Tippers, Ltd., will fit bodies and tipping gear.

AFRICAN SCAMMELLS: Scammell Highwayman orders include a 25-ton machinery transporter for Westminster Plant Co. for contracts in Nigeria, a similar unit for Greenham Equipment, Ltd., and a 15-ton unit for Shell Nigeria. Two 6 x 6 Scammell constructor recovery vehicles have been ordered by the South African Defence Authorities.

GOOD HEALTH: Guinness Transport, Ltd., have ordered eight A.E.C. Mammoth Major eight-wheelers. Tanker bodies will be fitted and the vehicles used for the distribution of Guinness's Harp Lager.

Forthcoming Events

May 29-June 7.—Institute of Transport visit to Belgium.

June 5-9.—Institute of Public Cleansing Annual Conference, Aberdeen.

June 12-15.—Vehicle Builders' and Repairs' Association Annual General Meeting and Conference, Rothsay, Isle of Bute.

June 15-24.—Construction Equipment Exhibition, Crystal Palace, London, S.E.19.

September 17.—Lorry Driver of the Year Contest, National Final, Fort Dunlop.

September 21-October 1.—Frankfurt Motor Show.

October 5-15.—Paris Motor Show. (Cars only.)

October 17-18.—Road Haulage Association Conference, Brighton.

98

October 18-20.—Earls Court Motor Show.

October 24-November 4.—Turin Motor Show.

October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.

November 10-12.—Scottish Show, Kelvin Hall, Glasgow.

November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster, 1962.

April 30-May 5.—F.J.S.I.T.A. Ninth International Automobile Technical Congress, Church House, Westminster.

May 29-June 1.—Institute of Transport Congress, Cardiff.

Revocation Threat

A HAULAGE company was warned by Mr. S. W. Nelson, Western Licensing Authority, at Bristol last week that if they offended in the future by permitting their drivers to work excessive hours, they would be liable to have their licence revoked.

It was stated that the company, R. W. Baker (Stonehouse), Ltd., Stonehouse, Glos., had been prosecuted on "many occasions"; the Authority asked for an assurance from them that "this kind of thing shall not happen again."

On the assurance being given by Mr. N. A. Baker, managing director, the application for two additional vehicles and a B licence for a maintenance vehicle was granted, on the understanding that the company's vehicles would not go to Avonmouth "nor interfere in the traffic from the Erinoid Works in Gloucestershire at present carried by British Railways."

It was stated that the firm's thirteen A-licensed vehicles each had average earnings of £4,600.

Three Artics Required: One Granted

AN application by Keynsham Transport Services, Ltd., Keynsham, near Bristol, for three articulated vehicles to transport animal feeding stuffs within a radius of 120 miles of operating centre, was reduced to one vehicle by the Western Licensing Authority at Bristol last week. There were several objectors, including B.R. and B.R.S.

The company's managing director, Mr. S. G. Bodman, said one of the main things they handled was fish meal, for which it was difficult to hire vehicles. Drivers also did not like handling it. This was not because the traffic was distasteful; it was because it smelled.

Granting the applicants one vehicle, Mr. S. W. Nelson said they had not produced any evidence to show that three articulated vehicles were justified.

CLEARWAYS PROTEST

THE Urban Clearways proposal for London had been "watered down to be little more than a straightforward loading and unloading ban directed primarily at goods vehicles," states Mr. R. E. G. Brown, London secretary of the T.R.T.A.

The non-stopping periods have been reduced from four to three hours, he says.

"While any reduction in ban times is obviously acceptable, we do not feel that this in any way reduces the force of the argument used against the experiment. If anything it makes more nonsense of the scheme as a clearway," says Mr. Brown.

NEW OFFICES FOR NEWPORT

NEWPORT transport committee are recommending the town council to construct new offices at a cost of £15,000 at the Corporation Road bus depot.

Contract or Licence—Which Comes First?

SINCE Smith's Luxury Coaches (Reading), Ltd., were granted a licence under a War Department contract to carry civilian employees at the Royal Army Ordnance Depot, Bramley, British Railways have been losing 80 passengers a day, it was said at a Ministry of Transport appeal inquiry at Reading last week.

Smith's were granted licences to operate an express service between Reading and Bramley under a travel-assisted scheme by the South Eastern Traffic Commissioners last January, and the British Transport Commission were appealing against their decision.

At last week's hearing Mr. R. C. Oswald, for the Commission, said Smith's were granted a short-term licence to operate the service from September 5, having been awarded a contract by Southern Command, but, he said, at the hearing before the Traffic Commissioners, Mr. Frank Masser, Smith's traffic manager, had been unable to produce witnesses to support his application, because in 1953 the War Department had issued instructions to all Commands prohibiting the attendance of witnesses.

Contract Before Licence

At the same time the War Department had said they would be prepared to award contracts to road operators after they had obtained a licence. In this case, said Mr. Oswald, Smith's had been awarded a contract before they got a licence.

"If the Traffic Commissioners are expected to accept the rules and regulations laid down by the War Department about the attendance of witnesses, the War Department themselves should adhere to their own rules," he declared. "If the application had been made to the Commissioners before a contract was awarded, their decision might have been very different."

IN DEMAND

FOR the new eliminating round of the "Lorry Driver of the Year" competition to be held at Croydon Airport on July 23, inquiries have so far been received from firms who wish to enter a total of 183 vehicles, reports Mr. R. F. Waite, competitions secretary.

Mr. Moore Angers Sheffield T.G.W.U.

SHEFFIELD officials of the Transport and General Workers Union lost no time last week in replying to an attack on certain platform staff made by the recently-retired general manager of Sheffield Transport Department, Mr. R. C. Moore, in his paper to the Public Transport Association at Eastbourne.

The paper was summarized in *The Commercial Motor* last week. Discussion on it is on page 584 of today's issue. Mr. Moore said that some people working for bus undertakings lacked a real sense of responsibility and were "an equal burden to their trade union as to

their employer." Union officials in Sheffield promptly regarded Mr. Moore's paper as a direct attack on Sheffield crews.

Commenting on the matter, Coun. E. Scott, local passenger officer of the T.G.W.U., said: "Mr. Moore says that added payments for abnormally awkward hours could possibly be justified, yet all the time he was in Sheffield he was an opponent of it. Sheffield passenger branch has carried far more than its share of the burden in its endeavour to maintain a reasonable form of service for the public."

Wallace Arnold Application Concluded

THE application by Wallace Arnold Tours, Ltd., to extend their excursion facilities, was concluded at Leeds last week, and decision was reserved by the chairman of the Yorkshire Traffic Commissioners, Major F. S. Eastwood. Wallace Arnold were asking to pick up at Leeds and Bradford on excursions bound for Hadrian's Wall via Gretna Green, the North Yorkshire Coast resorts, the North Wales resorts, Oxford and Cambridge, the Vale of Evesham and Folkestone. The last mentioned was to give passengers an opportunity of crossing the Channel and visiting France for a few hours. In some cases the excursions were scheduled to last 15 hours.

Mr. J. Cummings, a representative of British Railways, who objected to the Folkestone part of the application, pointed out that they operated special "no passport" trips to France, and it was of these which the applicants wished to take advantage. Excursion facilities from Leeds to Folkestone had been considered; demand in the West Riding was tested and the response of the public had been disappointing. Passengers seemed reluctant to forfeit two nights' sleep on the outward and inward journeys.

Mr. J. Muscrop, objecting for Rogers

Motor Coaches, said that if the application were granted passengers would be abstracted, as they already had similar facilities to those for which Wallace Arnold were asking. Need must be proved and although passenger witnesses had been called they were not particularly impressive.

Some of the excursions which involved 13 hours in a coach would prove a terrific strain, and the Traffic Commissioners could protect a certain section of the public from themselves by refusing the application.

Mr. J. Timmins, for the railways, stated that it had not been suggested that the train services from Yorkshire to Folkestone were inadequate. This marathon excursion to the Continent should be supported by public demand and this had not been done. Yorkshire people



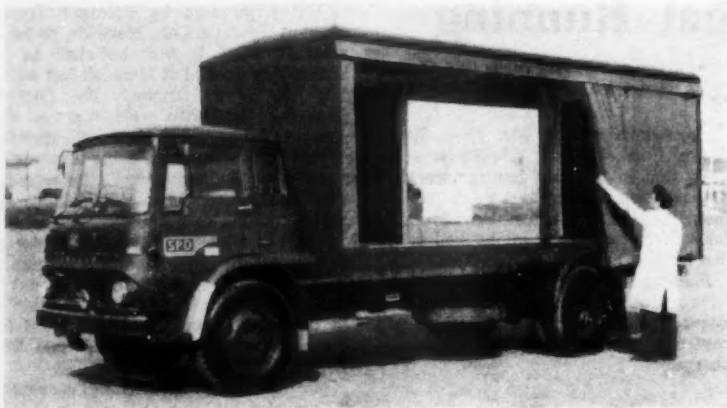
Supplied by Taylors (P.S.V.) Ltd., of Gloucester to Revlis Coaches, Blackpool, this 28-29-seater all-metal luxury coach is built on a Thames 4D low-frame chassis of 11 ft. 6 in. wheelbase, equipped with an Eaton two-speed axle and 7.50 x 20 tyres. A maximum speed of 57 m.p.h. and a fuel consumption of 26 m.p.g. are claimed.

prided themselves on being sturdy, but he was sure the length of the proposed journey would prove too much for them.

In conclusion, Mr. R. Marshall, for Wallace Arnold, said that because Rogers had the right to operate to certain destinations, they should not ask that these places should be limited to them alone. The railways had no excursion facilities from Yorkshire to Folkestone.

No-passport trips to the Continent were well known in the Midlands and in the south of England, but not in the north. If people wished to take advantage of these there was no reason why they should not do so.

Quicker Pallet Handling



Flaps at each corner and the top ensure that the load is kept dry.

A BODY specially designed to overcome the loss of time in sheeting and unsheeting loads on open trucks when part deliveries are made, has been constructed by United Service Garages (Portsmouth), Ltd., for S.P.D., Ltd. The body was built on a 7-ton Bedford TK 13-ft. 11-in.-wheelbase diesel-engined chassis and is designed to accommodate eight 4-ft. by 3-ft. 4-in. pallets.

Framework of the body is of aluminium alloy, and the open sides and rear are closed by full-length curtains. These slide on nylon runners fitted to the roof and are secured beneath the platform by quick-release, spring-loaded rubber lashings at 12-in. intervals.

Orders and Deliveries

MORE A.E.C.s: The Williams-Hudson group of companies have placed a repeat order for 19 A.E.C. Mammoth Major eight-wheelers and one A.E.C. Mercury.

MORE RAILWAY BANTAMS: Bristol Railways have ordered 56 Karrier Bantam 10-ft. 2-in. wheelbase chassis and 100 Karrier Bantam tractors with J-type coupling gear. All the vehicles will be supplied with diesel engines.

TIMBER TRACTORS: Belize Estate and Produce Co. have ordered nine A.E.C. tractor vehicles for use on their logging operations in British Honduras. The order is for eight Mandators and one six-wheel-drive Militant.

BIG INDIAN ORDERS: Orders for Leyland Comet bus chassis worth more than £500,000 placed recently with Ashok Leyland, Ltd., of Madras, include 100 for Gujarat State Road Transport Corporation, 50 for Bihar State Road Transport Corporation and 25 for the Transferred Road Transport Undertaking Dept. of Maharashtra.

INDIAN COMETS: Neyveli Lignite, Corp., Ltd., have ordered 10 Leyland Comet chassis from Ashok Leyland, Ltd.

MONARCHS TO GOA: Twelve A.E.C. Monarch tippers ordered for service on mining operations in Goa, Portuguese India, will have Bonallack cabs and Edbro-B. and E. Tippers, Ltd., will fit bodies and tipping gear.

AFRICAN SCAMMELLS: Scammell Highwayman orders include a 25-ton machinery transporter for Westminster Plant Co. for contracts in Nigeria, a similar unit for Greenham Equipment, Ltd., and a 15-ton unit for Shell Nigeria. Two 6 x 6 Scammell constructor recovery vehicles have been ordered by the South African Defence Authorities.

GOOD HEALTH: Guinness Transport, Ltd., have ordered eight A.E.C. Mammoth Major eight-wheelers. Tanker bodies will be fitted and the vehicles used for the distribution of Guinness's Harp Lager.

Forthcoming Events

May 29-June 7.—Institute of Transport visit to Belgium.
June 5-9.—Institute of Public Cleansing Annual Conference, Aberdeen.
June 12-15.—Vehicle Builders' and Repairs' Association Annual General Meeting and Conference, Rothsay, Isle of Bute.
June 15-24.—Construction Equipment Exhibition, Crysta Palace, London, S.E.19.
September 17.—Lorry Driver of the Year Contest, National Final, Fort Dunlop.
September 21-October 1.—Frankfurt Motor Show.
October 5-15.—Paris Motor Show. (Cars only.)
October 17-18.—Road Haulage Association Conference, Brighton.

October 18-25.—Earls Court Motor Show.
October 24-November 5.—Turin Motor Show.
October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.
November 10-18.—Scottish Show, Kelvin Hall, Glasgow.
November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.
April 30-May 5.—F.I.S.I.T.A. Ninth International Automobile Technical Congress, Church House, Westminster.
May 29-June 1.—Institute of Transport Congress, Cardiff.

Revocation Threat

A HAULAGE company was warned by Mr. S. W. Nelson, Western Licensing Authority, at Bristol last week that if they offended in the future by permitting their drivers to work excessive hours, they would be liable to have their licence revoked.

It was stated that the company, R. W. Baker (Stonehouse), Ltd., Stonehouse, Glos. had been prosecuted on "many occasions"; the Authority asked for an assurance from them that "this kind of thing shall not happen again."

On the assurance being given by Mr. N. A. Baker, managing director, the application for two additional vehicles and a B licence for a maintenance vehicle was granted, on the understanding that the company's vehicles would not go to Avonmouth "nor interfere in the traffic from the Erinoid Works in Gloucestershire at present carried by British Railways."

It was stated that the firm's thirteen A-licensed vehicles each had average earnings of £4,600.

Three Artics Required: One Granted

AN application by Keynsham Transport Services, Ltd., Keynsham, near Bristol, for three articulated vehicles to transport animal feeding stuffs within a radius of 120 miles of operating centre, was reduced to one vehicle by the Western Licensing Authority at Bristol last week. There were several objectors, including B.R. and B.R.S.

The company's managing director, Mr. S. G. Bodman, said one of the main things they handled was fish meal, for which it was difficult to hire vehicles. Drivers also did not like handling it. This was not because the traffic was distasteful; it was because it smelled.

Granting the applicants one vehicle, Mr. S. W. Nelson said they had not produced any evidence to show that three articulated vehicles were justified.

CLEARWAYS PROTEST

THE Urban Clearways proposal for London had been "watered down to be little more than a straightforward loading and unloading ban directed primarily at goods vehicles," states Mr. R. E. G. Brown, London secretary of the T.R.T.A.

The non-stopping periods have been reduced from four to three hours, he says.

"While any reduction in ban times is obviously acceptable, we do not feel that this in any way reduces the force of the argument used against the experiment. If anything it makes more nonsense of the scheme as a clearway," says Mr. Brown.

NEW OFFICES FOR NEWPORT

NEWPORT transport committee are recommending the town council to construct new offices at a cost of £15,000 at the Corporation Road bus depot.

Contract or Licence— Which Comes First?

SINCE Smith's Luxury Coaches (Reading), Ltd., were granted a licence under a War Department contract to carry civilian employees at the Royal Army Ordnance Depot, Bramley, British Railways have been losing 80 passengers a day, it was said at a Ministry of Transport appeal inquiry at Reading last week.

Smith's were granted licences to operate an express service between Reading and Bramley under a travel-assisted scheme by the South Eastern Traffic Commissioners last January, and the British Transport Commission were appealing against their decision.

At last week's hearing Mr. R. C. Oswald, for the Commission, said Smith's were granted a short-term licence to operate the service from September 5, having been awarded a contract by Southern Command, but, he said, at the hearing before the Traffic Commissioners, Mr. Frank Masser, Smith's traffic manager, had been unable to produce witnesses to support his application, because in 1953 the War Department had issued instructions to all Commands prohibiting the attendance of witnesses.

Contract Before Licence

At the same time the War Department had said they would be prepared to award contracts to road operators after they had obtained a licence. In this case, said Mr. Oswald, Smith's had been awarded a contract before they got a licence.

"If the Traffic Commissioners are expected to accept the rules and regulations laid down by the War Department about the attendance of witnesses, the War Department themselves should adhere to their own rules," he declared. "If the application had been made to the Commissioners before a contract was awarded, their decision might have been very different."

IN DEMAND

FOR the new eliminating round of the "Lorry Driver of the Year" competition to be held at Croydon Airport on July 23, inquiries have so far been received from firms who wish to enter a total of 183 vehicles, reports Mr. R. F. Waite, competitions secretary.

Mr. Moore Angers Sheffield T.G.W.U.

SHEFFIELD officials of the Transport and General Workers Union lost no time last week in replying to an attack on certain platform staff made by the recently-retired general manager of Sheffield Transport Department, Mr. R. C. Moore, in his paper to the Public Transport Association at Eastbourne.

The paper was summarized in *The Commercial Motor* last week. Discussion on it is on page 584 of today's issue. Mr. Moore said that some people working for bus undertakings lacked a real sense of responsibility and were "an equal burden to their trade union as to

their employer." Union officials in Sheffield promptly regarded Mr. Moore's paper as a direct attack on Sheffield crews.

Commenting on the matter, Coun. E. Scott, local passenger officer of the T.G.W.U., said: "Mr. Moore says that added payments for abnormally awkward hours could possibly be justified, yet all the time he was in Sheffield he was an opponent of it. Sheffield passenger branch has carried far more than its share of the burden in its endeavour to maintain a reasonable form of service for the public."

Wallace Arnold Application Concluded

THE application by Wallace Arnold Tours, Ltd., to extend their excursion facilities, was concluded at Leeds last week, and decision was reserved by the chairman of the Yorkshire Traffic Commissioners, Major F. S. Eastwood. Wallace Arnold were asking to pick up at Leeds and Bradford on excursions bound for Hadrian's Wall via Gretna Green, the North Yorkshire Coast resorts, the North Wales resorts, Oxford and Cambridge, the Vale of Evesham and Folkestone. The last mentioned was to give passengers an opportunity of crossing the Channel and visiting France for a few hours. In some cases the excursions were scheduled to last 15 hours.

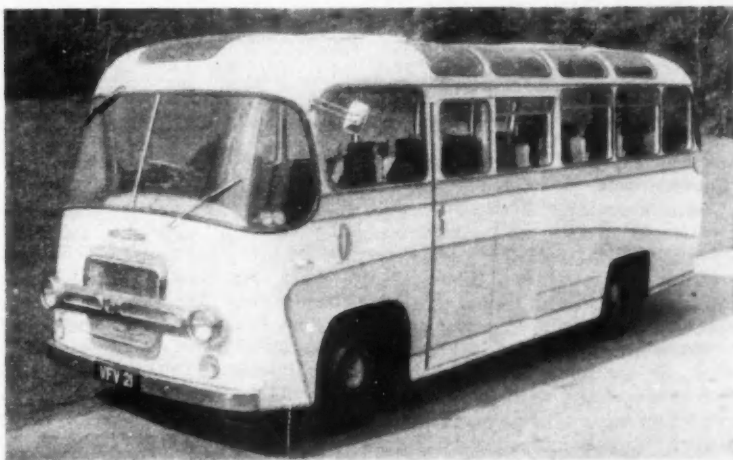
Mr. J. Cummings, a representative of British Railways, who objected to the Folkestone part of the application, pointed out that they operated special "no passport" trips to France, and it was of these which the applicants wished to take advantage. Excursion facilities from Leeds to Folkestone had been considered; demand in the West Riding was tested and the response of the public had been disappointing. Passengers seemed reluctant to forfeit two nights' sleep on the outward and inward journeys.

Mr. J. Muscrop, objecting for Rogers

Motor Coaches, said that if the application were granted passengers would be abstracted, as they already had similar facilities to those for which Wallace Arnold were asking. Need must be proved and although passenger witnesses had been called they were not particularly impressive.

Some of the excursions which involved 13 hours in a coach would prove a terrific strain, and the Traffic Commissioners could protect a certain section of the public from themselves by refusing the application.

Mr. J. Timmins, for the railways, stated that it had not been suggested that the train services from Yorkshire to Folkestone were inadequate. This marathon excursion to the Continent should be supported by public demand and this had not been done. Yorkshire people



Supplied by Taylors (P.S.V.) Ltd., of Gloucester to Revlis Coaches, Blackpool, this 28-29-seater all-metal luxury coach is built on a Thames 4D low-frame chassis of 11 ft. 6 in. wheelbase, equipped with an Eaton two-speed axle and 7.50 x 20 tyres. A maximum speed of 57 m.p.h. and a fuel consumption of 26 m.p.g. are claimed.

prided themselves on being sturdy, but he was sure the length of the proposed journey would prove too much for them.

In conclusion, Mr. R. Marshall, for Wallace Arnold, said that because Rogers had the right to operate to certain destinations, they should not ask that these places should be limited to them alone. The railways had no excursion facilities from Yorkshire to Folkestone.

No-passport trips to the Continent were well known in the Midlands and in the south of England, but not in the north. If people wished to take advantage of these there was no reason why they should not do so.

N.A.F.W.R. Conference

Removers Try Scotland

FOR the first time the annual conference of the National Association of Furniture Warehousemen and Removers was held north of the Border, at Turnberry, Ayrshire, this week, and despite the journey involved there was a large attendance.

Following the annual general meeting on Tuesday, three papers were presented on Wednesday dealing with costs, training schools and public relations which are summarized below.

"You can spend what money you like on rolling stock and equipment, your managers and your estimators can be really first-rate, but it's upon the standard of work that your men produce that your reputation as removal contractors depends. Therefore I say that trade schools are worth while."

This was claimed by Mr. F. S. Hibbs, Pall Mall Deposit and Forwarding Co., Ltd., when speaking on the value of manual and clerical workers' schools.

Whilst the removal trade did not lend itself to major changes in the basic principles of operation, experiments and research were being carried out continually in an endeavour to improve the equipment employed, and to simplify methods of handling, and the association were anxious to demonstrate these findings at the first suitable school. Whilst the value of practical experience was not denied, removers were surely helping themselves if it could be arranged for the experienced worker to impart his knowledge to inexperienced operators.

It was insufficient, Mr. Hibbs said, to provide a workman with a piece of equipment even though he were able to devise his own way of making use of it. It was more advantageous to both employer and workman if expert instruction were also given as to its use.

Assist Manpower

Because it was unlikely that the removal trade would be able to induce the best type of labour to forsake other industries, it was essential that they should do everything possible to assist the existing manpower to become more proficient in its work. If instructional courses were only a small step in that direction they were worth while.

Mr. Hibbs considered that it was stupid to adopt the attitude that there was no reason for passing on knowledge to competitors through instructional schools. In fact, by inducing competitors to think again about their own standards, there would surely be less cut-throat com-

petition in that it would become evident that a removal contractor who is consistently cheap on costs, must, by force of economics, be cheap in his standard of operation.

Critics of such schools might doubt whether increased efficiency had thereby been achieved, but from Mr. Hibbs' own experience in running courses in the Mid-Southern (Reading) Area, he had been gratified each succeeding year to find that attendances had not fallen off. Although there was a change of students, the same concerns continued to be represented, from which it can be concluded that the various managements were satisfied that these schools were performing a useful function.

Select the Scholars

It was important, however, to be selective in the type of man sent to the schools. Obviously it was in the employer's interest to send men most likely to be receptive. To send a man who regards it "as a bit of a doddle" was no help to anyone.

When the London Centre classes first began, Mr. Hibbs doubted whether it was realized what impact those initial classes were eventually going to make on the industry. Over the years the Institute of the Furniture Warehousing and Removing Industry had set a recognized standard for removal staff, and an estimator's certificate was becoming a minimum qualification.

Because office personnel usually carried out the initial stages of interviewing prospective clients, they were at a pronounced disadvantage if their technical and practical knowledge depended upon hearsay. Mr. Hibbs therefore supported the formation of the practical course for clerical workers held in the Mid-Southern (Reading) Area. In his own organization he endeavoured to ensure that the office staff were acquainted with a depository, the loading of a van, the routine followed in warehousing, and the distinction between packing for a home and an overseas removal. Additionally, they were given the opportunity to practise estimating.

Having then gained an insight into the practical aspects of removal, Mr. Hibbs had found that their interest in the job increased and that they showed greater assurance when dealing with clients.

The need for their association to appoint a public relations officer was the theme of a paper given by Mr. A. H. Rimmer, Walter Carter (Harrods, Ltd.). It was important that the public should know more about the activity of removers, and Mr. Rimmer suggested that any increases

NEW REMOVERS OFFICERS

AT their Annual Conference at Turnberry this week, the following were elected officers of the National Association of Furniture Warehousemen and Removers for the ensuing year: president, Mr. George McIntosh (John McIntosh and Son, Ltd.); senior vice-president, Mr. D. R. Pearce (Army and Navy Stores, Ltd.); junior vice-president, Mr. A. H. Rimmer (Walter Carter (Harrods, Ltd.)); treasurer, G. Evans Cook (Evan Cook's Depositories, Ltd.).

in charges when the necessity arose would then be more readily accepted.

The association had given constant attention for many years to the technical equipment of the industry, such as vehicles, window tackle, uniforms, wrappers, cases and special covers. Schools support for demonstrating methods and training of manual staff had been arranged and the scheme was supported by the majority of members. Educational facilities for administrative staffs had resulted in a greatly improved standard for estimators, and progress on these lines continues.

But although the majority of the association's efforts benefited the public in general, potential clients for household removals were ignorant of the basic requirements of a particular removal, or of the existence and activities of the association as a whole.

Well Known

In contrast to this attitude of many customers, the association was well known to practically every other branch of the industry connected with homes, and the Ministry of Labour recognized their work as skilled employment and an essential service.

But the fact remains that the public knew little about the activities of removers.

Although there were exceptions, the majority of removers did not advertise extensively, and Mr. Rimmer considered that the association should be responsible for publicizing the high standard and type of service provided by members. As an example he instanced the special feature on their activities recently broadcast by the B.B.C.

Little Cost

Mr. Rimmer said the public relations officer he proposed could be obtained through their organization's own membership. Initially the cost would be little but if the proposal proved successful, and the work involved became too heavy a burden for one of their members, the association should consider the possibility of continuing such public relations by engaging a professional. Meanwhile, however, they would have gone some way towards proving whether such a scheme should be adopted.

There were many public relations experts in London available, and they would have little difficulty in appointing a professional, if necessary. The work would include supplying copy and photographs to the Press for publication.

Advantage of Specialization

Understandably there had in the past been a tendency to discourage areas, sub-areas or individual members from contacting the Press without authorization from headquarters, and there would be an advantage in having an officer specializing in this field to advise on what matters were suitable for publication.

The public relations officer could have a representative in each area to advise on matters of local interest, and Mr. Rimmer suggested that the Press gave ready publicity to any information useful to householders. He added that he had always found the Press helpful, and on the lookout for special features. With the advice of a public

relations officer available the association would stand a better chance of informing the public of the existence of their efficient organization.

"To conduct a haulage business without knowledge of costing is like entering a rat race in which there is a high rate of mortality." This was claimed by Mr. H. Bell (Bell and Co. (Transport), Ltd., Edinburgh), when speaking on "Costs and Costings" at the conference on Wednesday.

The principles of costs and costings should be part of the elementary training of all operators when entering the industry, Mr. Bell added. Invaluable service to the industry was given by the publication of tables of operating costs in the technical Press, and he would like to see greater utilization of these tables. As a result much rate cutting would be avoided.

Cost Sheets

Referring to the cost sheets which he had distributed (two of which are shown below), the most essential information was obtained from their own log sheets on which a record of mileage and fuel was entered. On the reverse side

of the log sheets there was a record of individual vehicle earnings.

When dealing with depreciation it must be recognized that there were differences in the requirements for accounting, costing and income tax purposes. Mr. Bell added that they included interest charges and the cost of garaging vehicles in their establishment. They also had their own repair section, which averaged out vehicle repair costs periodically.

Show the Earnings

The whole purpose of the vehicle cost card was to show the earnings of each vehicle, but he emphasized that this was used only for vehicles operating on A or B licence. For vehicles which they loaned out on a supply and service basis, another cost system is employed. This had to be maintained quickly on a weekly basis and no establishment costs were added on the sheet.

In reply to a subsequent question from Mr. P. Cullen (Dublin), Mr. Bell considered that the earnings of £800 shown on the sample vehicle cost card for a 7-tonner over a period of one year was below average but not unsatisfactory, particularly as the vehicle instanced had been purchased before the removal of purchase tax.

RWS 455	FUSTIN	5 TON VAN	T. PRINGLE LTD.	15.10.0
REGISTERED NUMBER	MAKE	TYPE	CONTRACT WITH	WEEKLY CHARGE
CHASSIS NO. <u>SE/66024</u> ENGINE NO. <u>24458</u>		TYRE SIZES <u>7.50x20 CD</u> COLOUR <u>GRAY</u>		
HORSE POWER <u>20</u> ENGINE CAP <u>200</u> c.c.		UNLADEN WEIGHT <u>7.5</u> c. <u>1</u> lbs <u>60</u>		
VEHICLE USED BY <u>T. PRINGLE LTD.</u>		AT <u>EDINBURGH</u> CHARGED FROM <u>4/3/58</u>		
PURCHASED FROM <u>MOIR & BAXTER LTD.</u>		ON <u>1/3/58</u> TOTAL COST <u>1450.0.0</u>		
ANNUAL ROAD TAX <u>38 15.0</u>		FIRST REGISTERED <u>5/3/58</u>		
ANNUAL INSURANCE <u>32 10.0</u>		USUAL SERVICE GARAGE(S)		
INSURED WITH <u>ROYAL EXCHANGE ASSUR Co</u>		1. <u>H. & G. S. BELL LTD.</u>		
INSURANCE VALUE <u>1450 0.0</u>		2. <u>4, BRUNSWICK STREET, EDINBURGH.</u>		
INSURANCE POLICY NO. <u>2/36649</u>				
INSURANCE RENEWAL DATE <u>6th MARCH</u>				
ADDITIONAL VEHICLE OR REPLACEMENT FOR <u>FORBEN</u>				
REG. NO. <u>056696</u>				
ABSTRACT OF REPAIR COSTS				

	YEAR 1958		YEAR 1959		YEAR 1960		YEAR 1961	
	MONTHLY COST	COST TO DATE	MONTHLY COST	COST TO DATE	MONTHLY COST	COST TO DATE	MONTHLY COST	COST TO DATE
			BR. FRD.	24 14 8	BR. FRD.	203 9 9	BR. FRD.	363 4 3
JAN			8 9 6	88 4 6	8 9 0	208 15 9	8 5 11	368 13 8
FEB			- 16 0	34 0 6	1 0 0	209 15 9	2 14 0	371 10 8
MAR	3 4 6	3 4 6	12 12 6	46 13 0	1 5 0	211 0 9	6 10 0	377 0 8
APR	- 16 0	4 3 6	8 11 6	55 4 6	12 9 6	223 10 3	10 12 6	387 12 8

Sections of the cost sheets distributed by Mr. H. Bell, Bell and Co., (Transport), Ltd., in relation to his contribution on "Costs and Costing" on Wednesday.

VEHICLE COST CARD									
VEHICLE DATA					STANDING CHARGES				
Regd. No.	<u>TSC 386</u>	Year	<u>1961</u>	Make	<u>DAF</u>	Van No.	<u>110</u>	Seat No.	<u>600</u>
Date put on Road	<u>16th April 1961</u>	First Cost	<u>900 0.00</u>	Year	<u>1960</u>	W.H. Comp.	<u>1.0</u>	Ins. Exp.	<u>1.0</u>
Initial Cost	<u>840.00</u>	Year	<u>1960</u>	Make	<u>DAF</u>	Van No.	<u>110</u>	Seat No.	<u>600</u>
Engine No.	<u>21706/8000</u>	Year	<u>1960</u>	Make	<u>DAF</u>	Van No.	<u>110</u>	Seat No.	<u>600</u>
Chassis No.	<u>21706/8000</u>	Year	<u>1960</u>	Make	<u>DAF</u>	Van No.	<u>110</u>	Seat No.	<u>600</u>
DATE	MILEAGE	FUEL	OIL	WASH	WAX	REPAIRS	STANDING CHARGES	DAILY TOTAL	TOTAL EARNINGS
1 APR 61	13869	572	24	5.04					
15 APR 61	14350	451	57	11.00					
25 APR 61	15053	733	25	5.94					
30 APR 61	15353	300	66	11.10					
6 MAY 61	16401	1046	10	2.39					
15 MAY 61	16601	220	79	14.48					
20 MAY 61	17010	469	39	7.06					
25 MAY 61	18012	1002	36	7.18					

N.A.F.W.R. Conference

Removers Try Scotland

FOR the first time the annual conference of the National Association of Furniture Warehousemen and Removers was held north of the Border, at Turnberry, Ayrshire, this week, and despite the journey involved there was a large attendance.

Following the annual general meeting on Tuesday, three papers were presented on Wednesday dealing with costs, training schools and public relations which are summarized below.

"You can spend what money you like on rolling stock and equipment, your managers and your estimators can be really first-rate, but it's upon the standard of work that your men produce that your reputation as removal contractors depends. Therefore I say that trade schools are worth while."

This was claimed by Mr. F. S. Hibbs, Pall Mall Deposit and Forwarding Co., Ltd., when speaking on the value of manual and clerical workers' schools.

Whilst the removal trade did not lend itself to major changes in the basic principles of operation, experiments and research were being carried out continually in an endeavour to improve the equipment employed, and to simplify methods of handling, and the association were anxious to demonstrate these findings at the first suitable school. Whilst the value of practical experience was not denied, removers were surely helping themselves if it could be arranged for the experienced worker to impart his knowledge to inexperienced operators.

It was insufficient, Mr. Hibbs said, to provide a workman with a piece of equipment even though he were able to devise his own way of making use of it. It was more advantageous to both employer and workman if expert instruction were also given as to its use.

Assist Manpower

Because it was unlikely that the removal trade would be able to induce the best type of labour to forsake other industries, it was essential that they should do everything possible to assist the existing manpower to become more proficient in its work. If instructional courses were only a small step in that direction they were worth while.

Mr. Hibbs considered that it was stupid to adopt the attitude that there was no reason for passing on knowledge to competitors through instructional schools. In fact, by inducing competitors to think again about their own standards, there would surely be less cut-throat com-

n10

petition in that it would become evident that a removal contractor who is consistently cheap on costs, must, by force of economics, be cheap in his standard of operation.

Critics of such schools might doubt whether increased efficiency had thereby been achieved, but from Mr. Hibbs' own experience in running courses in the Mid-Southern (Reading) Area, he had been gratified each succeeding year to find that attendances had not fallen off. Although there was a change of students, the same concerns continued to be represented, from which it can be concluded that the various managements were satisfied that these schools were performing a useful function.

Select the Scholars

It was important, however, to be selective in the type of man sent to the schools. Obviously it was in the employer's interest to send men most likely to be receptive. To send a man who regards it "as a bit of a doddle" was no help to anyone.

When the London Centre classes first began, Mr. Hibbs doubted whether it was realized what impact those initial classes were eventually going to make on the industry. Over the years the Institute of the Furniture Warehousing and Removing Industry had set a recognized standard for removal staff, and an estimator's certificate was becoming a minimum qualification.

Because office personnel usually carried out the initial stages of interviewing prospective clients, they were at a pronounced disadvantage if their technical and practical knowledge depended upon hearsay. Mr. Hibbs therefore supported the formation of the practical course for clerical workers held in the Mid-Southern (Reading) Area. In his own organization he endeavoured to ensure that the office staff were acquainted with a depository, the loading of a van, the routine followed in warehousing, and the distinction between packing for a home and an overseas removal. Additionally, they were given the opportunity to practise estimating.

Having then gained an insight into the practical aspects of removal, Mr. Hibbs had found that their interest in the job increased and that they showed greater assurance when dealing with clients.

The need for their association to appoint a public relations officer was the theme of a paper given by Mr. A. H. Rimmer, Walter Carter (Harrods, Ltd.). It was important that the public should know more about the activity of removers, and Mr. Rimmer suggested that any increases

NEW REMOVERS OFFICERS

AT their Annual Conference at Turnberry this week, the following were elected officers of the National Association of Furniture Warehousemen and Removers for the ensuing year: president, Mr. George McIntosh (John McIntosh and Son, Ltd.); senior vice-president, Mr. D. R. Pearce (Army and Navy Stores, Ltd.); junior vice-president, Mr. A. H. Rimmer (Walter Carter (Harrods, Ltd.)); treasurer, G. Evans Cook (Evan Cook's Depositories, Ltd.).

in charges when the necessity arose would then be more readily accepted.

The association had given constant attention for many years to the technical equipment of the industry, such as vehicles, window tackle, uniforms, wrappers, cases and special covers. Schools support for demonstrating methods and training of manual staff had been arranged and the scheme was supported by the majority of members. Educational facilities for administrative staffs had resulted in a greatly improved standard for estimators, and progress on these lines continues.

But although the majority of the association's efforts benefited the public in general, potential clients for household removals were ignorant of the basic requirements of a particular removal, or of the existence and activities of the association as a whole.

Well Known

In contrast to this attitude of many customers, the association was well known to practically every other branch of the industry connected with homes, and the Ministry of Labour recognized their work as skilled employment and an essential service.

Although there were exceptions, the majority of removers did not advertise extensively, and Mr. Rimmer considered that the association should be responsible for publicizing the high standard and type of service provided by members. As an example he instanced the special feature on their activities recently broadcast by the B.B.C.

Mr. Rimmer said the public relations officer he proposed could be obtained through their organization's own membership. Initially the cost would be little but if the proposal proved successful, and the work involved became too heavy a burden for one of their members, the association should consider the possibility of continuing such public relations by engaging a professional. Meanwhile, however, they would have gone some way towards proving whether such a scheme should be adopted.

Advantage of Specialization

Understandably there had in the past been a tendency to discourage areas, sub-areas or individual members from contacting the Press without authorization from headquarters, and there would be an advantage in having an officer specializing in this field to advise on what matters were suitable for publication.

The public relations officer could have a representative in each area to advise on matters of local interest, and Mr. Rimmer suggested that the Press gave ready publicity to any information useful to householders. He added that he had always found the Press helpful, and on the lookout for special features. With the advice of a public

"To conduct a haulage business without knowledge of costing is like entering a rat race in which there is a high rate of mortality." This was claimed by Mr. H. Bell (Bell and Co. (Transport), Ltd., Edinburgh), when speaking on "Costs and Costings" at the conference on Wednesday.

The principles of costs and costings should be part of the elementary training of all operators when entering the industry, Mr. Bell added. Invaluable service to the industry was given by the publication of tables of operating costs in the technical Press, and he would like to see greater utilization of these tables. As a result much rate cutting would be avoided.

Referring to the cost sheets which he had distributed (two of which are shown below), the most essential information was obtained from their own log sheets on which a record of mileage and fuel was entered. On the reverse side

When dealing with depreciation it must be recognized that there were differences in the requirements for accounting, costing and income tax purposes. Mr. Bell added that they included interest charges and the cost of garaging vehicles in their establishment. They also had their own repair section, which averaged out vehicle repair costs periodically.

The whole purpose of the vehicle cost card was to show the earnings of each vehicle, but he emphasized that this was used only for vehicles operating on A or B licence. For vehicles which they loaned out on a supply and service basis, another cost system is employed. This had to be maintained quickly on a weekly basis and no establishment costs were added on the sheet.

In reply to a subsequent question from Mr. P. Cullen (Dublin), Mr. Boy considered that the earnings of £800 shown on the sample vehicle cost card for a 7-tonner over a period of one year was below average but not unsatisfactory, particularly as the vehicle instanced had been purchased before the removal of purchase tax.

RWS 455	AUSTIN	5 TON VAN	T. PRINGLE LTD.	15.10.0
REGISTERED NUMBER.	MAKE.	TYPE.	CONTACT WITH	WEEKLY CHARGE
CHASSIS NO. SE60024	ENGINE NO. 24442	TYPE SIZES X50x20 (00)	CLOUR GRAY	
HORSE POWER —	ENGINE CAP 500 c.c.	UNLADEN WEIGHT T. 3 c. 4 lb. 20		
VEHICLE USED BY T. PRINGLE LTD.		AT EDINBURGH	CHARGED FROM 1/3/58	
PROPERTY OF MR & BARTER LTD.		ON 1/3/58	TOTAL COST 11/50.0.0	
ANNUAL ROAD TAX 1 38 10.0		FIRST REGISTERED 5/3/58	USUAL SERVICE GARAGE(S)	
ANNUAL INSURANCE 1 32 10.0		1. H. & G. S. BELL LTD.		
INSURED WITH ROYAL EXCHANGE ASSUR GY		2. W. BRUNSWICK STREET, EDINBURGH.		
INSURANCE VALUE 11/50 0.0		3. —		
INSURANCE POLICY NO. D/36649				
INSURANCE RENEWAL DATE 6TH MARCH				
ABSTRACT OF REPAIR COSTS		ADDITIONAL VEHICLE OR REPLACEMENT FOR FORDSON		
		Rxs. No. 086694		

	YEAR 1958		YEAR 1959		YEAR 1960		YEAR 1961	
	MONTHLY COST	COST TO DATE	MONTHLY COST	COST TO DATE	MONTHLY COST	COST TO DATE	MONTHLY COST	COST TO DATE
			BR. FRD.	24 11 0	BR. FRD.	202 8 9	BR. FRD.	563 4 3
JAN			8 4 6	89 4 6	5 9 0	202 15 9	5 5 11	369 13 2
FEB			- 16 0	36 0 6	1 0 0	769 15 9	2 19 0	391 0 2
MAR	3 4 6	3 4 6	12 16 6	46 18 0	1 5 0	84 0 9	6 10 0	398 0 2
APR	- 16 0	4 3 6	8 11 6	53 4 6	12 9 6	223 10 9	10 12 0	398 12 2

Sections of the cost sheets distributed by Mr. H. Bell, Bell and Co., (Transport), Ltd., in relation to his contribution on "Costs and Costing" on Wednesday.

VEHICLE COST CARD										STANDING CHARGES			
Engl No. <u>TSC 325</u>	Year <u>1961</u>	Model <u>Standard</u>	Vehicle Weight <u>4 1/2</u> (10-150)	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)							
Cost per car for <u>16 1/2</u> years <u>1961</u>	Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)							
Initial Cost <u>880</u> (1-10)	Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)							
Engine No. <u>8888</u>	Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)							
Chassis No. <u>8888</u>	Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)							
New Engine First				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
New Engine Last				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				
Current Capacity				Year <u>1961</u>	Cost <u>900</u> (1-20)	Length <u>32</u> ft	Wt Cntry <u>21</u> (1-10)	Food Tst Cr <u>6.00</u> (1-10)	Deprec <u>2.00</u> (1-10)				

Russett's New Depot

WITHIN the next few weeks, Harold A. Russett, Ltd. (Premier Transport), of Bristol, hope to start site clearance for a large new depot to replace the existing premises on the south side of Sussex Street.

By agreement with Bristol Corporation about one-third of the site will be occupied by Premier and the rest by B.R.S., who will be leaving their Albert Road premises. The B.R.S. portion will be connected to the railway which runs along the northern boundary of the site.

Premier run a smalls service to the West of England and also into South Wales.



An 11-ton single-axle light-alloy semi-trailer model has been added to their Taskmaster series by the York Trailer Co., Ltd., Corby, Northants. The design has resulted from close co-operation between York and the Imperial Aluminium Co., Ltd., who have ordered four of the new models. The body is 26 ft. long and 7 ft. 6 in. wide, and the complete semi-trailer weighs 1 ton 12½ cwt.

Legal Argument Over Trade Plates

THE occasions when trade plates could or could not be used on a lorry caused a good deal of legal argument at Chepstow magistrates' court last week, but after hearing the case against a Caldicot haulage contractor, the magistrates deferred their decision for three weeks.

Before the court was Clifford Randolph Powell, of Hazledene, Churchfield Avenue, Caldicot, who denied using a lorry without an excise licence, without third-party insurance, and, thirdly, the misuse of a licence by using it on a lorry

"otherwise than in the course of his business."

The driver of the lorry, John Albert Maskell, charged with two similar offences, and of aiding and abetting Powell on the third offence, also denied all three charges.

Inspector Roger Griffiths alleged that the trade plates were used by Powell on a lorry travelling to and from the Llanwern site. The lorry did not need to be taxed and insured on the site, or if used under a trade plate licence.

"The prosecution allege that this is an illegal use of trade plates, under the conditions attached to them, and the other offences stand or fall on this use."

Mr. H. A. P. Lloyd, defending, said that the lorry was being taken from Llanwern to Powell's premises for repairs, and Powell was therefore legally using the plate in his capacity as a repairer, and not as a haulage contractor.

EXCESSIVE HOURS FINES

FINES totalling £205 were imposed by magistrates at Caerleon, near Newport, recently, against National Star Group Sales, Ltd., who admitted permitting drivers to drive excessive hours, for which they faced 35 summonses. They also admitted six offences of failing to cause current records to be kept. Another company, Star Brick and Tile, Ltd., admitted seven offences of failing to cause records to be kept. They were fined £35.

Municipal Contracts

Manchester Council Highways Committee have accepted a tender of Lookers, Ltd., of Manchester, for the supply of three Austin 1-ton chassis for mobile tower ladders and three cabs and elevated platforms to be fitted to the chassis. The Health Committee have accepted the tender of Kennings, Ltd., of Manchester, for the supply and delivery of 13 ambulance chassis and 13 ambulance bodies. The Cleansing Committee have accepted the following tenders: Rootes, Ltd., for the supply of (a) one breakdown wagon fitted with workshop, service crane and towing ambulance; and (b) three 8-9-ton semi-dump trucks; the tender of David Brown Construction Equipment, Ltd., of Meltham, for the supply of one crawler diesel tractor with angledozer, and one wheeled diesel tractor with front loading unit and general purpose bucket; and the tender of R. Cripps and Co., Ltd., of Salford, for the supply of one crawler diesel tractor with angledozer and earth scraper. The Watch Committee have authorized the purchase of a Leyland Firemaster chassis on which an emergency tender body can be built.

Brighton Works Committee have requested the Transport Committee to place orders for the supply of a Ferguson tractor and trailer unit.

Ipswich Corporation recommend acceptance of the tender of Benford, Ltd., for the supply of two 15-cwt. dumpers at a cost of £350 each.

Margate Corporation Entertainments and Catering Committee recommend the acceptance of the tender of G. Salmon, Ltd., amounting to £360, for the supply of a new van for the Catering Department. The Health Committee have approved the purchase from Shelvoke and Drewry, Ltd., of a fore and aft freighter vehicle, for refuse collection, capable of bulk loading 15-cu.-yd. containers from multi-storey flats in addition to normal manual operation.

Southport Corporation Highways and Works Committee have accepted the tender of F. H. Burgess (Preston), Ltd., for the supply of a Massey-Ferguson tractor, fitted with a hydraulic loader, for the sum of £885 11s. and the tender of Holland Motors, Ltd., of Southport, for the supply of a "Horndraulic" loader, with bucket and trailer, for the sum of £283.

R12

Surbiton Corporation is recommended to approve the purchase from H. Taylor and Co., Ltd., of Kingston, of a 2-ton Karrier Bantam tipping lorry with diesel engine for a sum of £960 13s. net, after allowing £25 for an old 2-ton Ford lorry in part-exchange. Approval is recommended of the purchase from Dennis Brothers, Ltd., of a Heron Gibson refuse collection vehicle for the sum of £2,492.

Oxford Highways, Sewers and Lighting Committee recommend acceptance of the tender of G. R. Hartwell, Ltd., for the supply of an 18-cu.-yd. Karrier dual tip refuse collection vehicle for the sum of £2,157; and the tender of Morris Garages, Ltd., for the supply of two Morris-Commercial 3-ton end-tipping lorries with petrol engines for the sum of £1,042 10s. each. The Parks and Cemeteries Committee recommend acceptance of the tender of Hartwells Garages, Ltd., for the supply of an Austin 3-ton drop-side truck for £791 10s.; the tender of W. Harreraves and Co., Ltd., for the supply of a motor roller for £185 7s. 6d.; and the tender of G. R. Cooper (Oxford), Ltd., for the supply of a 36-in. Dennis motor mower for £334.

Carlisle Markets, Water and Baths Committee recommend acceptance of the tender of Graham and Roberts, Ltd., for the supply of a 3-ton Morris tipping lorry with a minimum platform length of 12 ft. The Health Committee have accepted the tender of Graham and Roberts, Ltd., for the supply of a Morris 3-ton ambulance-bus for £1,509 11s. 6d. The Parks and Cemeteries Committee have accepted the tender of Graham and Roberts, Ltd., amounting to £485, for the supply of a Morris 10-12-cwt. van.

Doncaster L.O.M. Parks Committee have authorized the purchase of a new Mair-Hill Dumper at a cost of £379 ex works.

Cardiff Transport Committee have authorized the purchase of two new Bedford 3-ton long-wheelbase chassis for replacement purposes.

Ayr Water Committee have authorized the purchase of a Morris 1½-ton van at a price of £392 15s. ex works.

South Shields Housing Committee have accepted the tender of Adams and Gibbon, Ltd., amounting

to £480, for the supply of a Bedford 10-12-cwt. van for use in the Maintenance Section. The Fire Brigade Committee are to accept a quotation of Merryweather, Ltd., amounting to £5,250, for the supply of an emergency tender vehicle with an A.E.C. diesel engine. And they have accepted the tender of G. and B. Garages, Ltd., of South Shields, for the supply of two Austin A35 vans for the sum of £808, less £60 allowance for two obsolete vans; and the tender of Dunns Garages, Ltd., of South Shields, for the supply of a long-wheelbase Land-Rover station wagon for the sum of £1,222.

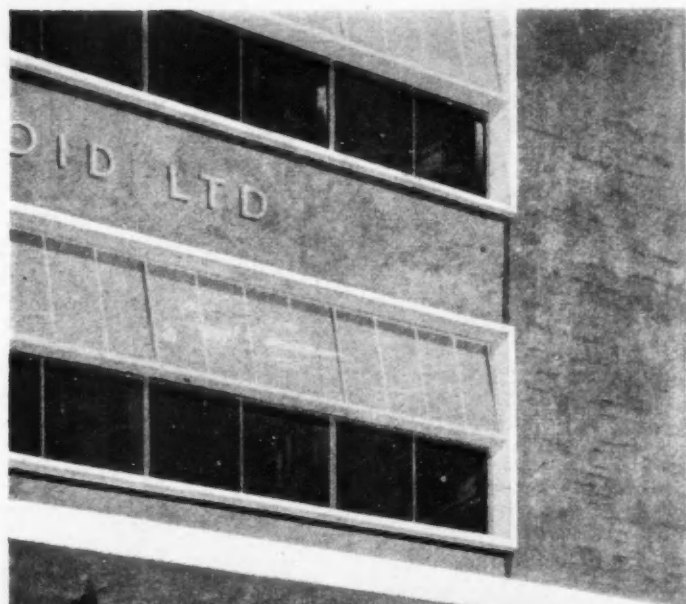
Dewsbury Parks and Cemeteries Committee have authorized the Parks Superintendent to invite tenders for the supply of a new Austin van.

Newbury Public Health Committee recommend acceptance of the quotation of Nias (1935), Ltd., amounting to £962 10s. for the supply of a new refuse collection vehicle.

Ilkeston General Works Committee recommend acceptance of the quotation of Lewin Road Sweepers, Ltd., for the supply of a mechanical orderly sweeper at a cost of £2,900.

Bolton Corporation Waterworks Committee recommend acceptance of the quotation of Levers Garages for the supply of a Bedford 15-cwt. van to replace an old 5-cwt. Ford van, and the quotation of F. Taylor and Sons (Manchester), Ltd., for the replacement of the council's existing mobile crane. The Cleansing Committee recommend acceptance of the tender of Rootes, Ltd., for the supply of a Karrier dual-tipping refuse collector fitted with bin-lifting equipment and for the supply of bin-lifting equipment to be fitted to an existing dual-tipping refuse collection vehicle. The Transport Committee recommend acceptance of the tender of Leyland Motors, Ltd., for the supply of a single-deck bus chassis, and of East Lancashire Coach Builders, Ltd., for the supply of a single-deck bus body.

Doncaster Health Committee have recommended the placing of orders with Kennings Motors, Ltd., for the supply of (i) one new ambulance, at a cost of £1,686; and (ii) one new ambulance conversion at a cost of £959.



The Morris J.4 10-12 cwt light van is designed for maximum economy and efficiency. The 1500 cc engine gives 'Power Plus' for handling bulk with weights. Carefully designed low floor line and wide doors give absolute ease of loading and entrance to the cab. 160 cubic feet of packing space means the J.4 can be generously loaded. Independent front suspension, hydraulically operated clutch, floor mounted gear change, seat adjustment and provision for heater, add to the J.4's efficiency and provide full driver comfort. Anti thief locks safeguard valuable loads. Giving reliable service and great economy the J.4 will meet your requirements with perfection.

The full range includes:— J.4 van, 1 and 1½ ton vans, J.2 van, pick-up and minibus, 1½, 2, 3, 4, 5 and 7 ton trucks, 5 and 7 ton tippers. Also prime movers. Forward or normal control, petrol or diesel engines.



you're loads better off with

MORRIS

commercial vehicles



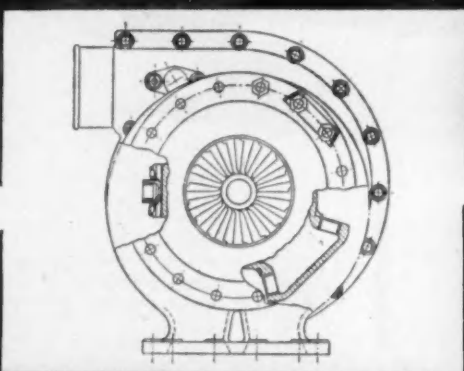
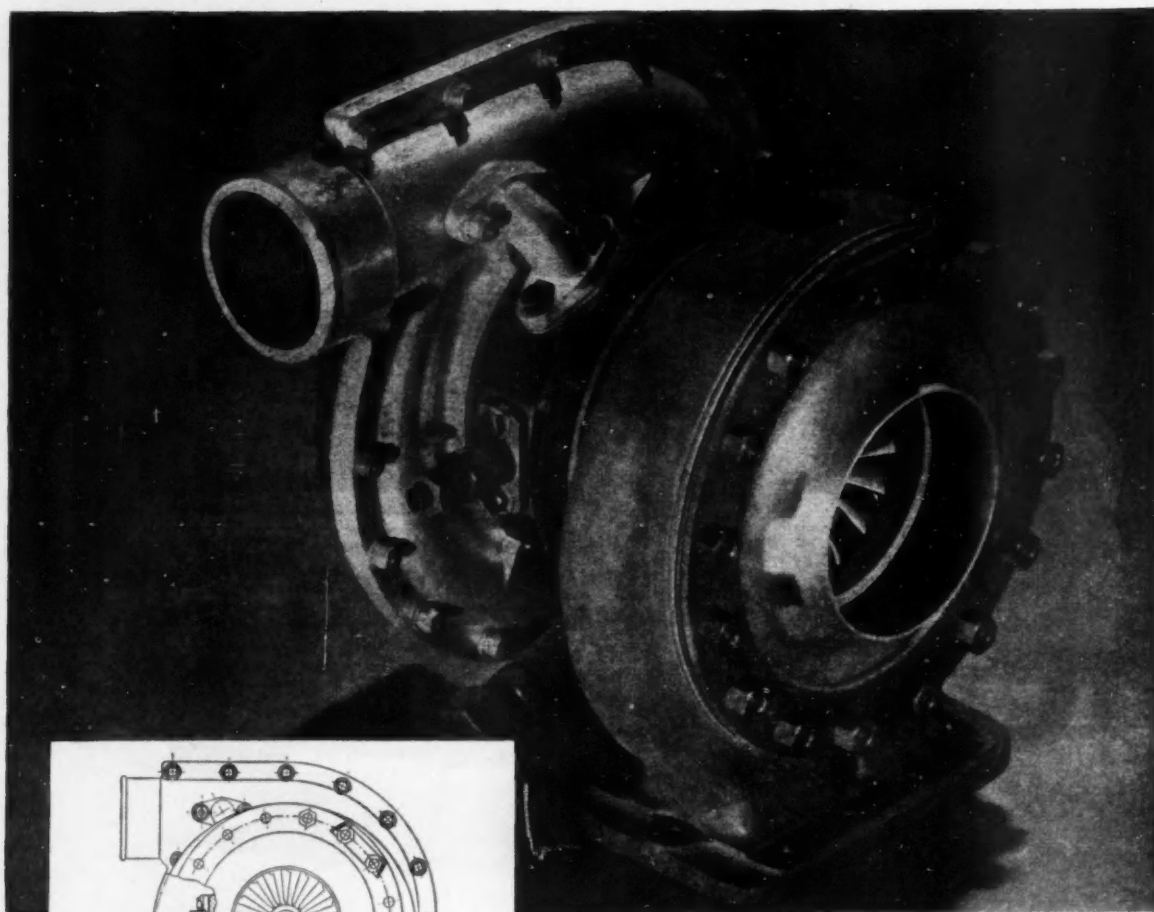
12 MONTHS' WARRANTY
backed by BMC
Europe's most comprehensive service.

MORRIS COMMERCIAL CARS LTD., ADDERLEY PARK, BIRMINGHAM 8
Overseas Business: Nuffield Exports Ltd., Oxford and 41-46, Piccadilly, W.1.

MC64
B13

Simms

SIMMS—EBERSPACHER TURBOCHARGER



Uses waste heat energy in exhaust to provide more air for combustion; hence it enhances the power output from a given cylinder capacity with higher overall efficiency. Turbocharging increases flexibility; reduces smoke and the effect of altitude variations on engine performance.

SIMMS MOTOR UNITS LIMITED, EAST FINCHLEY, LONDON, N.2

114

Nottingham Clash on Transport Chairman

ONE of the first acts of the Conservative group on Nottingham City Council, after regaining power in the municipal elections, was to invite a Socialist Alderman, Mr. Sidney Hill, who is national president of the Municipal Passenger Transport Association, to remain as chairman of the committee. But the Labour group have refused to allow him to accept.

A Socialist group meeting decided: "The Tories must take all the responsibility now they are in power and all committee chairmanships as well."

Vice-chairman of the Transport Committee has been Alderman W. G. E. Dyer, the Tory leader. But, now he is leader of the council and likely to be chairman of the Finance and General Purpose Committee, it is unlikely he will also become chairman of the Transport Committee.

New Look for Scottish Omnibuses

VEHICLES operated by Scottish Omnibuses, Ltd., are now being introduced in a new colour scheme—red and cream. They will be going into special service, and there is no intention of altering the livery of the main fleet from green and cream.

One of the red and cream vehicles is being used on the new luxury service link with Edinburgh and Prestwick in connection with the Transatlantic jet aircraft service which came into operation on Monday.

Printed boldly on the side of the vehicle is the legend: "Transatlantic Express—San Francisco, Montreal, New York, Prestwick, Edinburgh." This particular vehicle was named Sir Walter Scott, and others going into the company's top services will bear names from the Waverley novels: Kenilworth, Ivanhoe and Lady of the Lake. Each is equipped with reclining seats and a radio and loudspeaker system.

35 Years' Safe Driving

THIRTY-FIVE years of accident-free driving is the record of Mr. William Stapleton, of Bryant and May, Ltd., who has been awarded the Royal Society for the Prevention of Accidents' Gold Cross.

The Cross, the first to go to a Bryant and May driver, was presented to Mr. Stapleton by Mr. G. Rae Smith, transport director, and there was also a £25 cash award from the company.

LONDON OFF-STREET PARKING

THERE will be more room for parking and loading and unloading in the Southwark Bridge area later this year when the Zidpark, a seven-storey fully automatic car park, comes into operation. Situated alongside Southwark Bridge near Upper Thames Street, it will accommodate 464 cars at an estimated speed of 250 in half an hour.

Western S.M.T. Losing £1,250 on Workers' Service

THE Western S.M.T. Co., Ltd., admitted at Carlisle last week that they were losing £1,250 a year by running workers from Carlisle to No. 14 Air Ministry Maintenance Unit.

The Northern Traffic Commissioners granted an application by Passenger Transport (Gilsland), Ltd., to run a service to two of the unit's depots.

The hearing began at Hexham in March and was adjourned for further evidence from Western S.M.T. who were objecting to the application. Mr. George Ramsey, for the objectors, said the company were losing £24 a week on the existing services and to run them economically the workers' fares would have to be increased in price from 1s. to 1s. 3d.

If the application were granted it would mean 100 per cent. abstraction from S.M.T.; furthermore, the Gilsland firm would very soon come back to the Authority to increase the fare.

Mr. J. A. T. Hanlon, chairman, said that

the Gilsland firm used part-time drivers who worked at the maintenance unit, leaving their buses stationary for the rest of the day.

Mr. R. Farrell, for the applicants, said that whether the unit subsidized the S.M.T. or whether the firm carried on running the service at a loss, the fact that it was a nationalized concern meant that the public paid for the loss in the end.

A further application to run buses to the unit was objected to by Cumberland Motor Services, Ltd., and the S.M.T. Mr. Jacob W. Messenger had the support of a petition by 40 maintenance unit workers who objected to the 30s. 6d. fares they paid each week. The petition claimed that unless this was reduced substantially they would have to try to seek work elsewhere. Mr. Messenger claimed that he could run the service for £1 a week.

Mr. Hanlon found that the existing services were suitable and adequate and that fares were not unreasonable. He refused the application.



A new security van, based on the Commer 15-cwt. chassis, has been introduced by Ray Powell, Ltd., Rootes main dealers, of Eastern Avenue, Ilford. Should the van be stopped by bandits, a loud siren, operated from inside the cab or the main body of the vehicle, immediately comes into action. The alarm also sounds if any of the doors are forced. The siren can only be switched off by a special key. When not required for carrying valuables, the van can be used as a normal delivery vehicle.

LONDON TRAFFIC SURVEY

ARRANGEMENTS have now been agreed between the London County Council and the Ministry of Transport for the London traffic survey. It is to be started almost immediately and the final results will be available early in 1963.

The area to be surveyed is, broadly, the Greater London area. It will cost about £425,000. The survey is to provide the basic information about traffic needs on which to frame a long-term programme of road improvements.

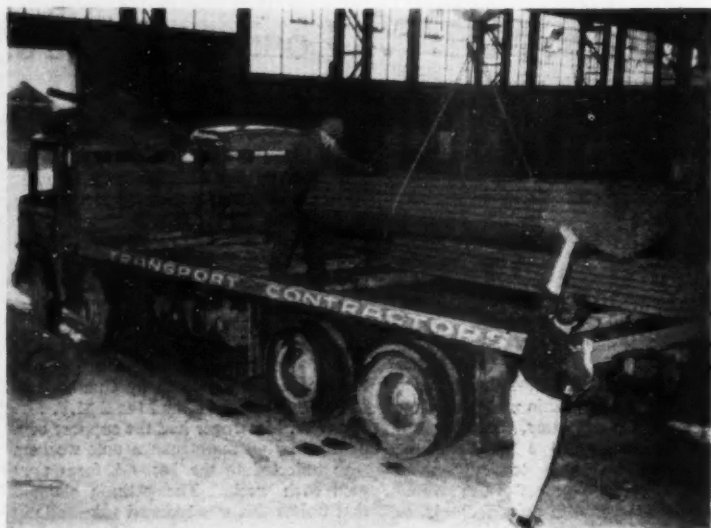
NEW ADDRESS

THE address of the Southern Area Road Haulage Association, has been changed to 86 High Street, Winchester.

NEW DUNLOP FACTORY IN NIGERIA

DUNLOP announce they intend to set up a £2m. factory for the manufacture of car, truck and bicycle tyres and tubes in Nigeria. A new company will be formed for the purpose, and in response to widespread assurances of support, Nigerian interests will be invited to subscribe 49 per cent. of the equity.

An option has been secured on a site on the industrial estate at Ikeja and a team of experts will shortly visit Nigeria to make the preliminary arrangements for the construction of the factory, which is planned to be in operation by the end of 1962. When in full production, approximately 750 people will be employed by the new company.



One-make Pays North-

This Cawthorn and Sinclair double-steered 8-wheeler is loading steel bars at a steel rolling-mill in Darlington.

AN expanding north-eastern haulage company, Cawthorn and Sinclair, Ltd., Birtley, Co. Durham, the majority of whose 40-odd vehicles are heavies, have successfully standardized their fleet on Atkinson vehicles, built to their own specifications.

These include Gardner 6LX engines, with 2.F. six-speed gearboxes; double-reduction single-drive axles; and additional fuel tanks to cut out fuelling en route. The Atkinson eight-wheelers tramp all over the country and have proved excellent on fuel consumption, returning figures of up to 12 m.p.g.

In addition to general services, the company operate a Glasgow trunk run, with a changeover at Gretna Green; and nightly runs to Birmingham, London, South Wales, Manchester and Liverpool.

Apart from three Albions, all the fleet are heavies and include 30 on A licence. Seven eight-wheelers are kept as spare for maintenance and temporary substitution.

Industry is booming in the area and sub-contracting was necessary at one period for nearly half the tonnage carried, but this has now been reduced to about 40-45 per cent. of that carried by the concern's own vehicles. Among the main traffics are the carriage of Hedley's products into the London area; metal from local shipbreakers; propellers from Blyth and Glasgow; steel from Tees-side; tractors from Birmingham; ships' equipment generally; foodstuffs and canned goods.

Drivers are taken on young and trained to the job and are kept happy by being provided with first-class vehicles. Cabs are heated and the high-powered engines save time on hilly runs and give fuel economy. Servis recorders are fitted in each of the lorries.

Standard equipment for the fleet includes India tyres and C.A.V. electrical equipment.

Five mechanics are employed at Birtley on maintenance; vehicles receive weekly greasing and fortnightly checks. Spare Gardner engines are held in stock for emergencies.

Mr. Robert Cawthorn, the managing director, has been a haulier since 1921, when he formed Haulage, Ltd., in partnership with Mr. F. Herdman, operating model

T Fords and Foden steam wagons. They were one of the first cattle carriers, using a steamer with high sides.

By 1927, when the partnership split up, there were seven vehicles, and Mr. Cawthorn then formed the County Transport Co., which was eventually taken over by Transport Services, Ltd. He became manager of Northumbrian Transport Services, and, after nationalization and a six-month period with British Road Services, went to Cockburn and Gunn, stevedores, as a director and manager. Twelve Bedford tippers were acquired from Paterson of Gosforth and Long Bros., Jarrow, six of which were replaced by eight-wheelers.

Companies Combined

After denationalization, a number of vehicles were purchased by Cawthorn and Sinclair, Ltd., in March, 1954, which was at that time being managed by Mr. Cawthorn's son, Allan. Mr. Cawthorn also purchased several units on behalf of Cockburn and Gunn and the two companies were combined in 1955. Several other special-A-licensed vehicles were purchased, but these were gradually replaced by Atkinsons.

One of the company's three 8-wheeled Atkinson tankers, engaged on the distribution of fuel oil for central-heating purposes, on the road near the Birtley depot. The tank has six 600-gallon compartments.



Policy in Heavies east Haulier

by
G. Duncan Jewell

North-eastern Hauliers Standardize Their Fleet on Atkinson Vehicles Built to Own Specifications. Increased Efficiency of Service Brings in New Customers From Booming Industrial Area

An important new side of the business is the storage and distribution of petroleum products for which a complete depot at North Dock, Sunderland, was taken over from the Power Petroleum Co., Ltd., the project having been approved by the River Wear Commissioners.



One of the Cawthorn and Sinclair Atkinson 8-wheelers loading soap at a manufacturer's depot in Newcastle upon Tyne. These vehicles tramp all over the country giving up to 12 m.p.g. under normal conditions.

More than 100 tons of lubricating oils are distributed weekly for Power Petroleum by two B.M.C. vehicles on contract-A licence. These vehicles are fitted with a power lift for drums at the rear. Deliveries are made to ships, garages, hauliers and others throughout the north-east, the carrying capacity being supplemented when necessary by the A-licensed fleet.

There are also three tankers of Atkinson make, on contract-A licence, each with six 600-gallon compartments and heavy duty pumps for heavy viscosity oils. They are also



The company's managing director, Mr. Robert Cawthorn (left), with his son and manager, Mr. Allan Cawthorn, outside the new Birtley depot.

fitted with power take-offs and double drives. B.P. and Power products are carried from Jarrow to Cumberland, to Blyth Power Station and many other points in the north.

The depot is modern, with up-to-date workshops and there is room for further development.

Oils are brought in from the Isle of Grain and Barton, Lancs, for distribution throughout Durham, Northumberland and Yorkshire. Ships' oil may go to Hull, Glasgow or London if a particular brand is required and must arrive on time. Up to 200 ft. of hosing may be required for this type of work.

A new warehouse and buildings are in process of erection at the company's headquarters, Durham Road, Birtley, which, with a car park, will cover about five acres of ground. A single-storey brick-built office block has been completed with large traffic and general offices. Mechanized accounting has also been introduced.

The warehouse project has had to be extended because of increased business accruing following the renewal of the fleet. A London office has been opened at Enfield.

With a contented staff, and full employment for their fleet, the company have few real problems, but Mr. Cawthorn has strong views on "pirate" operation which he believes is considerable, particularly in the north-eastern, Birmingham, and Glasgow areas, where unlicensed eight-wheelers are frequently on the road. All sub-contractors' vehicles are checked to see they have the appropriate licences. He also has strong views on the question of clearing-house traffic and thinks some form of supervision should be instituted to stop such practices as giving drivers gratuities to accept traffic, particularly in London and South Wales.

The new depot and vehicles have added considerably to the company's prestige. A number of new customers have actually applied for their goods to be carried, following the increased efficiency of the service. As a result the Birtley depot has had to be replanned to increase the parking and warehousing area to 10 acres.

P.T.A. Conference

Lively Discussion on Papers at Eastbourne

Delegates Worried about Recruitment: Desire to Retain Double-deckers Apparent

By Alan Havard

WHO said the bus industry was in decline? As long as busmen think and talk as vigorously as they did at the Public Transport Association's Eastbourne Conference, which ended last week, there is no doubt about the robustness of the industry—a robustness which quite obviously will outlast the Wailing Willies who say otherwise.

The two papers, by Mr. R. C. Moore and Mr. J. McHugh, were summarized in last week's issue of *The Commercial Motor*.

In the discussion which followed Mr.



"More co-ordination wanted."
—Mr. T. P. O'Donnell.

Moore's paper it became quickly apparent that there is a distinct uneasiness in busmen's minds about the staff position now, but more especially in 10 years' time. It was also obvious that although they share the same bed, as P.T.A. members, company and municipal busmen are very quick to accuse each other of snoring.

The recently retired Sheffield general manager received a tremendous ovation from the delegates after his paper, and richly deserved the accolade bestowed on him by the chairman, Mr. A. F. R. Carling, who said that Mr. Moore had become an elder statesman of the industry.

"Passing Phase"

Mr. Moore referred in his paper to the "solid backbone" of pre-war employees, who "looked with scorn on some of the activities of the newcomers." He trusted the present day marked only a passing phase. Mr. Moore also expressed a hope that company and municipal concerns would establish co-operation to make the best use of idle municipal vehicles for week-end work outside the municipal boundary.

n18

Mr. T. G. Davies (Western Welsh Omnibus Co., Ltd.) did not agree with Mr. Moore's suggestion that someone kept fleets specially for week-end traffic. Companies, he said, had the same peak problems as municipalities. The company coach fleets were not interchangeable with buses; if the buses were used as coaches, the companies would soon lose their traffic.

The effect on through fares of individual blanket increases concerned Mr. T. P. O'Donnell (Ashton-under-Lyne), who agreed with Mr. Moore that more co-ordination of bus fleets was needed.

One way in which municipalities and companies might co-operate was mentioned by Mr. J. H. Richardson (East Midland Motor Services, Ltd.).



"Hire municipal vehicles."
—Mr. J. H. Richardson.

Because the municipalities could not supply suitable vehicles did not preclude hiring of their vehicles by company operators. The municipal buses could be put on the company stage routes and dual-purpose vehicles taken off the routes at week-ends for coach work.

Within 10 years from now the "backbone" employees will be gone; what then? Mr. J. Forster (Northern General Transport Co., Ltd.) asked this question and gloomily answered himself by saying: "I don't see many great hopes." He displayed a grudging, but reserved, agreement with Mr. Moore that long-



"Work together."
—Mr. Ben Goodfellow.

service bonuses and extra payments for awkward hours might have some merit. He thought there was scope for more co-ordination between the unions and the employers over employee relations.

The title of the paper, "Three men and a Bus" was very apt, quipped Mr. D. M. Sinclair (Midland Red). "On some of our rural services that is just about what we have got." By and large, he went on, municipalities had a smaller proportion of non-paying services than companies. The "week-end cream" enabled those non-paying company routes to be kept on. What about the employee? "I like him," said Mr. Sinclair. It would pay handsomely to do what they could about giving week-ends off. He also made a plea for the annual wage battle to be called off.

"This Phase"

Mr. G. N. Cherry (Birkenhead) thought the crux of the paper was the operative. The "phase," as Mr. Moore called it, had been going on for 20 years and Mr. Cherry could see little hope of it ever being passed. He criticized the "solid backbone" men for not taking an active part in union affairs, but he agreed these men would not be replaced. He did not know what was going to happen. "How can you attract labour in a period of full employment?" he asked.

A slight change of subject was introduced by Mr. Norman Dean (Yorkshire Traction Co., Ltd.) who said he would like to see more thought given to cab-access on buses where the front entrance was behind the bulkhead. General managers, he said, were very worried about the continual fares increases. If the Ministry would only remit fuel tax, it would give the industry a sorely needed breather.

Mr. Ben Goodfellow (Sheffield United Tours, Ltd.) thought it best for municipalities and companies to work together.

(Continued on page 585)



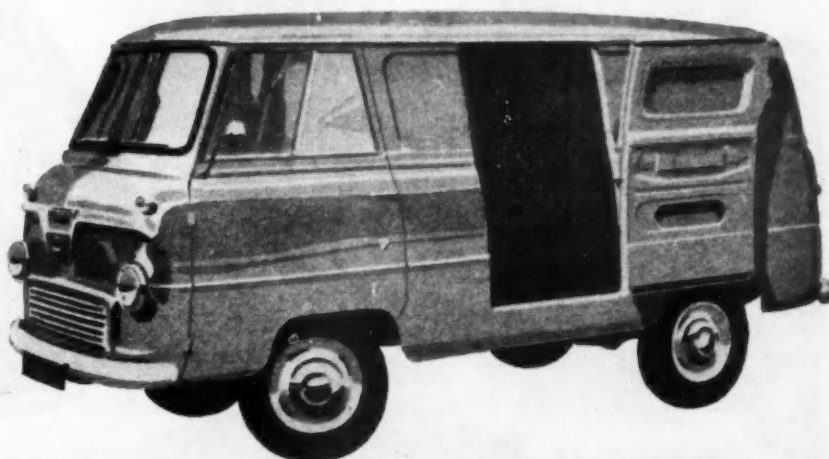
NEW DIESEL POWER MAKES A BRILLIANT NEW THAMES VAN!

it has neat, clean lines in the best Thames tradition. But look inside! Here's something new in this trusted range of Light Vans – a 4-cylinder, indirect-injection **DIESEL ENGINE**.

This is the new Thames Diesel Van. It offers you extra mpg on lower-priced diesel fuel – a double saving in running costs. Its powerful Perkins 4/99 (1621cc) engine needs the minimum of maintenance and is quickly and easily accessible. And being a Thames, it also offers the toughness, the reliability, the exceptional roominess that you have come to expect from this well proven range. Plus the fact that it's one of the lowest-priced diesel vans sold today!

Available as a Diesel Van; Chassis Cab; Chassis with Cab fittings; Chassis/Windshield; 12 seater; and Pick-up.

- * Engine rubber-suspended at three points
- * Max. BHP: 42 at 3600 rpm
- * Max. torque: 72½ lbs/ft at 2250 rpm
- * Full forward control cab. Easy driver accessibility. Extra-large load space. Low loading height and wide rear door.



NEW THAMES DIESEL VAN – BUILT BY **FORD** OF BRITAIN

THE
Heavier
YOUR LOADS
THE MORE YOU NEED
DUNLOP
GIANT TYRES



The heavier the load the greater the stress on the tyres. For complete reliability, very long mileage and maximum safety choose from the Dunlop range of Giants. There is a tyre for the heaviest load, a tyre for the roughest roads, in fact, a tyre individually built to suit *your* needs.



Forthright comment came from the Sheffield transport committee chairman, Ald. S. I. Dyson, a staunch trade unionist. Surely, he said, the municipalities were entitled to some of the "sweetmeats?" There was too much sloppiness in management, he averred. "If you fix the wages for the job right, and general managers have the nerve to establish discipline, the men will respond." Co-ordination of services was essential, he claimed, adding: "The public interest must precede the vested interests of small companies."

"Keep off our cabbage patch" was the attitude towards municipal work outside their boundaries from Mr. John Birch (Birch Bros., Ltd.). The solution for idle vehicles was to reduce fleets and hire at peaks from operators who had vehicles available.

Mr. R. G. James (East Kent Road Car Co., Ltd.) made a call for more goodwill between men and management, then Mr. R. W. Birch (B.E.T.) wound up the discussion by thanking Mr. Moore and wishing him a happy retirement.

Mr. McHugh went to great pains to point out that the specification which formed the basis of his paper was only a concept; a vehicle had not been produced. In view of this, it was perhaps a pity that

NEXT YEAR

The 1962 P.T.A. Conference will be held in Harrogate on May 15, 16 and 17.

so much of the discussion following his paper centred on the specification, rather than on operating problems that might develop from the use of 36-ft.-long buses.

Sir William Black (A.E.C.) opened the discussion by saying he was at variance with Mr. McHugh on a number of points. He questioned whether there was going to be such a large market for this type of machine. Large standees were only acceptable (if the unions would have them) in congested areas. There was a resurgence of interest in double-deckers throughout the world. To get the public back on buses, the industry must compete with private cars. He thought that Mr. McHugh was making extravagant claims when he said he could produce the bus for the same price as a conventional vehicle.

A rather different point of view came from Mr. Sinclair, who thought it was a marvellous concept, but said: "You will not get 75 passengers in this country." He felt that a different power unit to the diesel was almost certain to become available in the next 10 years. Mr. Sinclair thought the design would need more power. He questioned the cost of repairs to a body that was a one-piece moulding. He did not like the spinal cord chassis. He also questioned whether rubber suspension would not be better.

Why must it be a transit bus on American lines? asked Mr. C. C. Oakham (Lancashire United Transport). What was wrong with a double-decker? The vehicle carried fewer passengers than existing



"Keep off our cabbage patch."
—Mr. J. M. Birch.

double-deckers. He also raised the question of repairs to the body. He thought air boost to hydraulic brakes was the worst of both worlds, and suggested a transmission hand brake. Mr. Oakham thought the wheel-boxes would be too large for comfortable seats to be built over them. Would not the heated air from the engine bring fumes with it when used to heat the saloon?

What About Tyres?

Mr. S. C. Vince (B.E.T.) thought that most people would like a vehicle of this description if it were feasible. Would the manufacturers be willing to co-operate in producing the size of tyre required, however. It was not surprising to find Mr. Vince agreeing with his ex-chief Mr. Sinclair that rubber was a better suspension material. He thought that to make the body stiff enough would defeat the low weight object. He could not, in any case, see Mr. McHugh getting his bus down to that weight. He, too, thought that an alternative type of power unit—such as a fuel cell—ought to be considered. He thought that if a standard body could be agreed with the body builders, the cost could be cut by up to 25 per cent.

Mr. S. J. B. Skyrme (Potteries Motor Traction) said he would not like to see

the vehicles restricted to only 48 seats. He would like one with 53 to 55 seats in order to replace smaller double-deckers and be available at week-ends for other work. A bigger engine, operating at lower revs would be preferable—possibly air cooled. Mr. Skyrme also liked rubber suspension.

The question of seats concerned Mr. G. H. Pulfrey (Hull), who said he would not like to see more than 45 seats for city traffic; it should be one-man operated. "It would go a long way to satisfying me," he said.

Distortion

Glass-fibre in straight panels would surely distort in hot weather, said Mr. E. V. Dyson (Huddersfield). He thought a better application for the vehicle would be coach work. For stage work it carried fewer passengers and took up more road space than a contemporary double-decker.

Mr. Dean indulged in a little mental arithmetic. Mr. McHugh had quoted a selling price of 10s. per lb. Based on the body weight quoted, therefore, the vehicle would sell at £3,700. "More power to your elbow if you can produce it," he said.

The last speaker was Mr. James Amos (Scotch Omnibuses) who did not agree that the days of the double-decker were limited. Operators might want larger vehicles of that type. There would be a tremendous demand for a moderate sized vehicle which could be used to retain frequencies which operators did not want to reduce further. "Give us a bus which will do the job just a little more economically than the single-deckers we now operate," he said.

In his reply, Mr. McHugh defended the four-cycle diesel. To get a constant platform height, air suspension was needed. He agreed that accident repairs might be a body problem. The heated air would not come from the engine compartment, but from the fan.



The chairman, Mr. A. F. R. Carling, at the opening of the conference. With him is the Mayor of Eastbourne and Mr. R. L. Howlett (P.T.A. Secretary).

Moonlight on Munich

Maschinenfabrik Augsburg-Nürnberg, A.G., Rank as Germany's Second Largest Heavy-vehicle Manufacturers, but Full Production Ranges from Printing Press to Nuclear Power Plants: Rudolf Diesel's Original Development Recalled

IT doesn't take long these days to fly from London to Munich: a Pan American Jet Clipper does it in about two hours' flying time, and an indication of the speed of the flight is given by their provision of "Instant" sugar in case there isn't time to stir a cup of coffee. That is, assuming passengers want mundane coffee after the exhilarating experience of a take-off in a Boeing 707.

Why go to Munich in the first place? Well, they brew beer, there is a magnificent new railway station, and a Victory Arch which is not quite as recent as the station, having been erected in 1843. Also, of course, the vehicle plant of M.A.N., known in full as Maschinenfabrik Augsburg-Nürnberg, A.G.

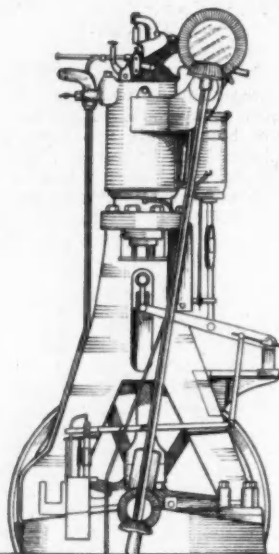
Now, in addition to having been the builders of the world's first diesel engine, M.A.N. produce goods and passenger vehicles in appreciable numbers—their average monthly output of 1,000 ranks them as second in Western Germany. The main vehicle shop houses an assembly line some 1,600 ft. long, and the total area of the Munich factory approaches 150 acres.

Goods vehicles are assembled in true mass-production fashion on the moving line mentioned above, chassis painting and drying being carried out in the process, whilst alongside there is a "push" line on which can be seen the complete manufacture of fully integral passenger vehicles, with air springs, independent front suspension and amidships (or rear-located) underfloor engines—a rare and impressive sight.

Five Factories

There are five M.A.N. factories. The Munich plant is essentially concerned with the manufacture of goods and passenger vehicles, and agricultural and industrial tractors. At the Augsburg plant, industrial, railcar and ships' diesel engines, are manufactured, also printing presses and boilers, and it was in this works that Rudolf Diesel's original engine was developed between 1893 and 1897. An awe-inspiring museum in this factory bears live testimony to the development work which M.A.N. and its antecedents carried out with regard to the creation of the modern diesel engine.

At Nürnberg automotive-sized diesels, steam turbines, nuclear power plants, industrial presses and cranes are manufactured, whilst the Gustavsburg factory specializes in the production of heavy engineering equipment, including bridges and lifts. The fifth plant is in Hamburg, where ships' diesels are made and repaired. Thus, it will be seen that M.A.N.'s capabilities are by no means restricted to



Rudolf Diesel's first engine was developed in M.A.N.'s Augsburg works between 1893 and 1897.

building road vehicles, although these were my primary concern when making a recent visit.

Undoubtedly, M.A.N.'s work in the compression-ignition engine field stems from their early association with Herr Diesel, and this started in the days when the Augsburg factory was an independent company, the link-up with the Nürnberg concern not having taken place. The Augsburg engineers bore with Rudolf Diesel during the difficult early development stages, until his original single-cylinder engine was proved to be able to operate at far greater efficiency than contemporary steam or petrol engines. Several single-cylinder engines were built, to be followed by the world's first twin-cylindere diesel engine, but all these machines were heavy and cumbersome.

Although a "street-vehicle" engine had been designed in May, 1899, and a four-cylindere 50-b.h.p. vehicle engine built in March, 1911, it was not until 1924 that an engine was developed which was compact enough to be mated to a road-vehicle chassis, and this engine was exhibited, appropriately installed, at the Berlin Motor Show of that year, although some of the thunder was stolen by the simultaneous exhibition of another diesel-engined vehicle by a competitive German concern.

First Lorry in 1915

M.A.N. road vehicle production started before 1924, however. Their first lorry was built in 1915, but in those days petrol engines of Saurer manufacture were being employed in chassis manufactured under Saurer licence. From 1924 until after the end of the 1939-45 war, M.A.N. development of automotive diesels was steady but unspectacular, although in the marine and industrial field such innovations as turbocharging and the use of a double-acting two-stroke cycle were introduced.

The big break-through in the automotive field occurred early in 1954, when M.A.N., Nürnberg, released details of their "M" combustion system, which gave a diesel engine the property of running more quietly than hitherto thought possible, without sacrificing power or fuel economy, and also the ability to run on a widely varying range of fuels.

The broad theory behind the "M" system is "slow" fuel combustion. Fuel is injected on to the relatively cool wall of a spherical combustion chamber formed centrally in the piston crown. The injector nozzle is kept as cool as possible by using a copper insert at the nozzle tip to speed heat dissipation to the cylinder head, whilst piston-crown cooling is assisted by directing jets of oil from the crankcase



One of the most popular M.A.N. vehicles in current production is the 7709-tonner, a test report of which appears on the following pages. The average monthly output from the M.A.N. vehicle factory is 1,000, including fully integral underfloor-engined passenger vehicles with air suspension.

to the underside of the crown, at the rate of $\frac{1}{2}$ gal. per minute at governed speed.

Smooth Combustion

By thus slowing up the evaporation rate of the fuel and by allowing only a small quantity of the injected fuel to burn initially, combustion starts smoothly without the usual "diesel" knock, and only after the ignition lag has passed are evaporation and combustion of the fuel which has been deposited on the chamber wall accelerated by the rising temperature and the rigorous air swirl initiated by a specially shaped inlet port.

Although M.A.N.'s original intention was to design a quiet, smooth-running diesel engine, it soon became apparent that the "M" system would permit a compression-ignition engine so equipped to operate smoothly on highly volatile fuels, such as petrol, in addition to low-grade fuels, like purified crude oil.

This ability was later proved to the full, and in this way the German Government became interested, so stimulating interest in omnivorous engines throughout Europe, and, indeed, in the U.S.A. Multi-fuel operation is still, however, essentially a military requirement, and not even pioneers like M.A.N. see much future for it in civilian markets, except maybe in the case of desert-sited oil-company units.

Higher b.m.e.p.s

Concerning the future, M.A.N.'s progress in engine design is likely to be concerned with raising brake mean effective pressures. Already a 12-cylindrical rail-car engine is operating at a b.m.e.p. of between 134 and 140 p.s.i., and a research engineer told me that he felt b.m.e.p.s for automotive engines would rise to the 135 p.s.i. mark, with subsequent gain in fuel economy and the ability to produce 300 b.h.p. from an engine of less than 16-litres capacity. This engineer felt that 300 b.h.p. would be the generally accepted rating for heavy-vehicle engines in a few years' time.

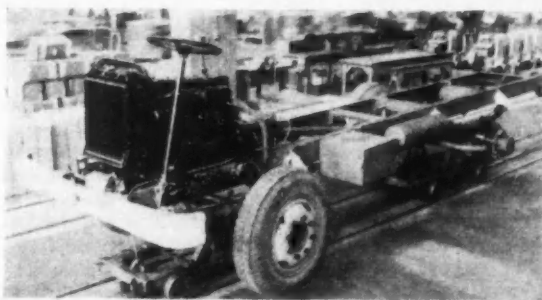
Although M.A.N. build their own turbochargers, which give an average life of 125,000 miles between overhauls, German hauliers (like their British counterparts) are reluctant to accept mechanical speeds of 65,000 r.p.m. and seem prepared to buy bigger, heavier and more expensive normally aspirated engines. The M.A.N. blower has plain phosphor-bronze-bush bearings, incidentally.

M.A.N. have not let air-cooling escape their attention, and are experimenting along these lines, but see the main outlets for this type of unit as being in the agricultural and civil engineering fields. Noise is the main problem, despite the inherent quietness of "M"-system engines.

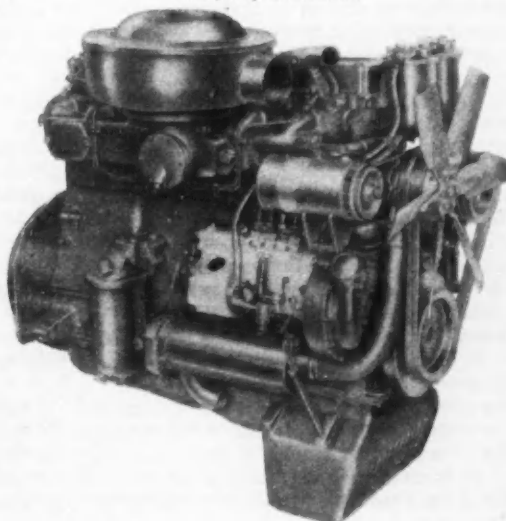
The present M.A.N. vehicle plant (where, by the way, at least two Englishmen are employed) was taken over only a few years ago, having been operated during the war by a well-known firm of motorcycle, car and aircraft-engine manufacturers. The terms of the sale, incidentally, included the compulsory purchase of a 20th-century "Schloss" which now houses a guests' dining room.

Of the total output, about 35 per cent. of vehicles are exported, and of this number 60 per cent. stay on the European mainland. It is perhaps significant that less than 25 per cent. of the total vehicle production is concerned with forward-control models, customers in Germany and its markets being of the opinion that their drivers feel safer with an engine in front of them.

The most popular goods model in current production is the 770, a version of which forms the subject of the road test report on pages 588-591. This type became available for export at the beginning of this year and already 100 have been sold in the Argentine alone. J.F.M.



(Above) All M.A.N. goods chassis are assembled on a moving line, whilst the fully integral passenger vehicles have a separate but adjacent production line. The chassis illustrated is a heavy-duty forward-control model. (Below) In direct contrast to Rudolf Diesel's original single-cylinder engine is this M.A.N. D2146 M1 six-cylindrical 9.659-litre unit, incorporating the "M" combustion system which gives both quiet running and multi-fuel potentialities.



RUDOLF DIESEL'S PROX LIVES



Several sets of performance figures were obtained on an Autobahn, and the author and M.A.N.'s Herr Müller are seen checking results. Parking is not prohibited on Autobahn shoulders.

Most Popular M.A.N. Heavy-Production is the 770 Range : German Journalist Reveals Good Car-type Driving

by John F. Moon,
A.M.I.R.T.E.

of wheelbase and front-end layout. Four-wheel-drive chassis are made also. The test vehicle had a wheelbase of 15 ft. 1 in., and was a semi-forward-control model, this configuration having proved far and

away more popular than the alternative forward-control layout since this model was introduced on the German home market last year.

Having vindicated itself under German conditions, the 770 is now available outside Germany, but so popular has this model been that currently there is a nine-month waiting list for it at home.

Because the 770 is very likely to be used with a trailer, the rather high engine output makes sense (in any case, German law demands 6 b.h.p. per ton gross weight). The model is, therefore, not to be compared directly with a typical British 14-ton-gross solo vehicle, the engine output of which would normally be in the region of 125 b.h.p. Despite its high power-to-weight ratio, though, the 770 was shown not to be heavy on fuel, presenting yet one more argument in favour of over- rather than underpowering.

Apart from its combustion system, the basic theory of which is dealt with on pages 586-587, the "M" engine as used in road vehicles is conventional in design. All types have iron crankcase-and-cylinder-block castings, two- or three-bore cast-iron cylinder heads, steel-backed lead-bronze-lined crankshaft bearings, and light-alloy pistons carrying four rings, the top ring being chromium-plated.

The D 2146 M1 unit employed in the 770 series has a gross S.A.E. rating of 184 b.h.p., and its dry weight is

It does not necessarily follow that the pioneer in a particular field is going to be able to maintain a profitable lead over his competitors once the idea has "caught on." In the case of compression-ignition engines, however, the first builders of this type of power unit in the world have successfully managed to remain among the leaders of this field. I refer to M.A.N., Maschinenfabrik Augsburg-Nürnberg A.G., Germany, who built the world's first diesel engine in 1897 and whose activities are dealt with on pages 586-587.

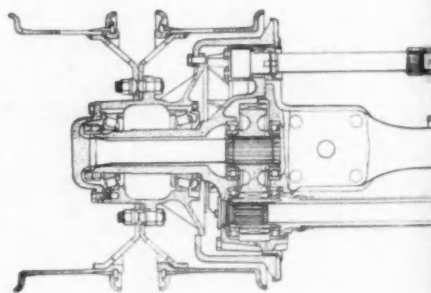
All current M.A.N. commercial vehicles have diesel engines incorporating M.A.N.'s "M"-system and, having conducted the first road test of a M.A.N. lorry in Germany by a non-German journalist, I can write in fair praise about the success of this design: undoubtedly, the "M" engine—or "Whisper" engine as it is sometimes known—is the quietest medium-capacity high-speed four-stroke diesel at present in quantity production. At the same time, power and economy are particularly good also.

The vehicle tested was a nominal 9-tonner, with a 9.659-litre "M" engine, the net power output of which is 172 b.h.p. at 2,200 r.p.m. Running at just over 13½ tons gross weight, the test lorry gave 10.5 m.p.g. at 50 m.p.h. average speed, and 15.3 m.p.g. at 29 m.p.h. average speed, whilst acceleration from a standstill to 40 m.p.h. occupied less time than many 9-ton vehicles need to reach 30 m.p.h.

Particularly satisfying from the viewpoint of the occupants of the cab was the quiet running of the engine, and this cannot help but form a valuable contribution towards the reduction of driver fatigue, especially on long non-stop runs at near maximum speed, such as are possible on Autobahnen.

The version offered to me for test was a 770 L1 model, a four-wheeler with a gross solo weight rating of 13 tons 16 cwt., but rated for 27 tons 12 cwt. when operating with semi- or drawbar trailers. There are several 770 types, all of which have the same ratings, but which vary in respect

Most M.A.N. rear axles are of this form, with a dead I-section beam and spur-gear secondary-reduction trains. The manufacturers claim this design to be more robust than conventional vehicles.



WESS ON

goods Design in Current
First Road Test by Non-
A Road Performance and
Conditions.



1,650 lb. The overall length of the engine is approximately 48½ in., the depth being 43½ in.

In the 770 the engine is unit-mounted at four points with a Z.F. AK 6-55 six-speed constant-mesh gearbox. This box is conventional in all respects except with regard to the actual gear-change arrangements. For the forward ratios the lever has three pairs of gate positions, but these lie in a vertical plane, so that the lever has to be moved bodily upwards or downwards against spring pressure (instead of to left or right) at every other ratio change, then backwards or forwards.

This layout takes quite some time to get used to (to be quite honest, I never *did* get used to it), but the reason for its adoption is that transverse movement is eliminated, thus less space is needed between the driving seat and the engine cowl in a forward-control cab.

Unconventional also is the rear axle, although not to M.A.N. devotees, who have had 30 years in which to appreciate this unit, which is used in all M.A.N. goods vehicles and some passenger models. The axle consists of a dead I-section beam, which acts as the load-carrying member, and at the back of which is mounted centrally the 2.625-to-1 spiral-bevel primary reduction gearing and the differential assembly. These gears are force lubricated.

Light half shafts take the drive to 2.385-to-1 spur-gear secondary-reduction trains housed at the ends of the dead beam, these shafts being protected by thin steel tubes which are rubber sealed at each end. This type of axle assembly is claimed to be no heavier than a conventional rear axle, whilst the unit is shallow, giving good ground clearance.

The braking system also requires some explanation. At both axles leading-and-trailing-shoe brakes are employed, and the front brakes are hydraulic units, actuated by an air-hydraulic system. The rear brakes are cam-operated with direct air actuation, plus mechanical linkage from the hand-

M.A.N. semi-forward-control vehicles are cleanly styled, although the high bonnet line restricts forward vision. Access to the cab would be improved by additional exterior grab handles behind the doors.

brake lever, which is designed to be used principally as a parking brake.

An air-pressure booster cylinder is incorporated in the hand-brake linkage, and this is controlled by a trigger on the brake lever. When this trigger is depressed, the servo takes up the slack in the linkage, so speeding up brake application and dispensing with the need for a multi-pull mechanism. The hand-brake servo is spring-loaded also, so that if the air-pressure in the reservoir drops below about 60 p.s.i. the rear-wheel brakes are lightly applied automatically as a concrete warning to the driver that all is not well. (The normal air pressure is 100 p.s.i.)

In most other respects the 770 follows conventional chassis-design practice. The fairly light frame has pressed-steel channel-section side members of ½ in. nominal thickness, the maximum depth being 8½ in. whilst the flange width is 3 in. Six cross-members are riveted in position, and the spring-hanger brackets also are riveted in place. Semi-elliptic springs are employed at both axles, with helper leaves at the rear, and Z.F.-Gemmer cam-and-roller steering is used, no servo being offered.

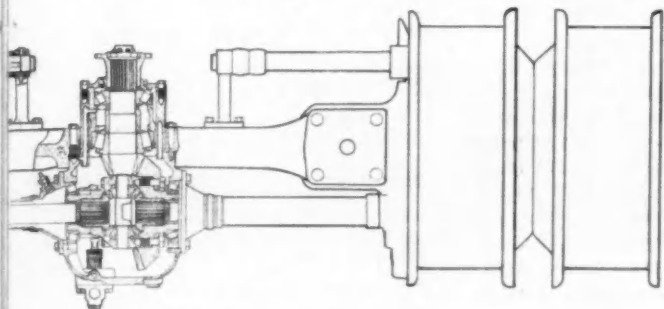
Standard tyres are 10.00-20-in. "eHD reinforced," these being equivalent in load rating to 14-ply equipment. They are mounted on 7.50-20-in. disc wheels, but there is the option of Trilex three-piece detachable rims, these costing more than disc wheels but being popular overseas.

Of all-steel construction, the M.A.N. semi-forward control cab provides quiet and comfortable seating for driver and two passengers, with an acceptable range of all-round vision, although the ground-level forward visibility is nothing to write home about. The curved windscreen is in one piece, and in the doors there are hinged ventilator panels and wind-down windows. To the rear, vision is provided by a wide single light, plus twin exterior rear-view mirrors of sensible size.

The cab floor is rubber-covered, and the section of engine cowl that intrudes into the cab space is heavily quilted to reduce engine noise still further. Facia-panel fittings include a comprehensive set of instruments ahead of the steering column, a centrally located fuse box and a lidded glove locker on the passenger side. General stowage for odds and ends is limited, however, and under-seat space is taken up by the two batteries and the toolkit.

Control layout is good and the angle of the steering wheel is unusual for a semi-forward-control design, being nearer than to be expected with a full-forward-control vehicle.

n25



ROAD TEST No. 700/M167—M.A.N. DIESEL-ENGINE 9-TONNER

MODEL: M.A.N. 770 L1 15-ft. 1-in.-wheelbase 9-ton semi-forward-control four-wheeled goods chassis, with standard cab and 16-ft. 5-in. drop-sided body.

WEIGHTS:

Unladen (kerb weight) ..	4	19	1
Payload ..	8	13	0
Driver, observer, etc. ..	4	0	
	13	16	1

DISTRIBUTION:

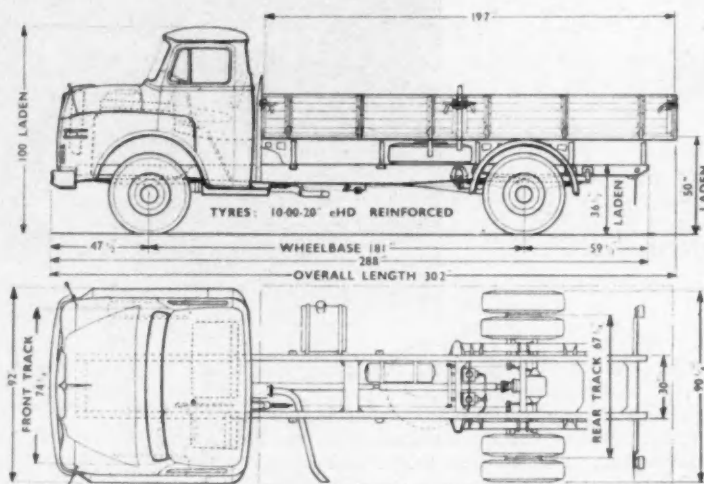
Front ..	4	8	3
Rear Axle ..	9	7	2

ENGINE: M.A.N. D2146 M1 six-cylindered direct-injection diesel engine; bore 121 mm. (4.76 in.); stroke 140 mm. (5.51 in.); piston-swept volume 9.659 litres (589 cu. in.); maximum net output 172 b.h.p. at 2,200 r.p.m.; R.A.C. rating 54.5 h.p.; maximum net torque 435 lb.-ft. at 1,400 r.p.m.

TRANSMISSION: Through 14-in.-diameter single-dry-plate clutch to Z.F. AK 6-55 six-speed constant-mesh gearbox, thence by two-piece propeller shaft to the M.A.N. fully floating double-reduction rear axle.

GEAR RATIOS: 6.63, 3.86, 2.43, 1.55, 1 and 0.82 to 1 forward; reverse 5.66 to 1; rear-axle ratio 6.26 to 1.

BRAKES: Knorr-Teves air-hydraulic system at front and direct air-pressure system at rear, with



M.A.N. leading-and-trailing-shoe units at all wheels. Air-assisted single-pull hand brake linked mechanically to rear wheels only. Diameter of drums, front 17.25 in., rear 17.25 in.; width of linings, front 3.94 in., rear 5.5 in.; total frictional area, 4.65 sq. in., that is, 33.7 sq. in. per ton gross weight as tested.

FRAME: Pressed-steel channel section, with six cross-members riveted in position.

STEERING: Z.F.-Gemmer GD63 cam and roller; 6 turns from lock to lock.

SUSPENSION: Semi-elliptic springs, with helper springs at rear axle.

ELECTRICAL: 12v. compensated-voltage-control system with 135-amp.-hr. batteries.

FUEL CONSUMPTION (a) normal operation, laden, 15.3 m.p.g. at 29 m.p.h. average speed; (b) high-speed motorway operation, laden, 10.5 m.p.g. at 50 m.p.h. average speed, that is 211 ton-gross m.p.g. as tested (a), and 145 as tested

(b), giving time-load-mileage factors of 6,110 (a) and 7,260 (b).

TANK CAPACITY: 26.5 gal., normal-speed laden range approximately 400 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 9.5 sec.; 0-30 m.p.h., 18.0 sec.; 0-40 m.p.h., 30.5 sec.; direct drive, 10-20 m.p.h., 9.0 sec.; 10-30 m.p.h., 18.0 sec.; 10-40 m.p.h., 29.7 sec.

BRAKING: From 20 m.p.h., 28.5 ft. (15.3 ft. per sec. per sec.); from 30 m.p.h., 62.0 ft. (15.8 ft. per sec. per sec.).

WEIGHT RATIO: 0.616 b.h.p. per cwt. gross as tested.

FORWARD VISIBILITY: To within 17.5 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 56.5 ft. left lock, 55.5 ft. right lock. Swept circles: 59.9 ft. left lock, 58.9 ft. right lock.

MAKERS: Maschinenfabrik Augsburg-Nürnberg, A.G., Munich, Germany.

This angle is most pleasant, though, and has been achieved by using a universal joint in the column to bring the plane of the wheel near to horizontal.

Pendant clutch and brake pedals are used, the actions of which are good, but the accelerator pedal is rather a long way off the floor, resulting in a tiring foot angle except when using full throttle.

Complete with 16-ft. 5-in.-long drop-sided timber body and standard cab, the 770 tested had a kerb weight of 4 tons 19½ cwt. Of this the body accounted for nearly 11 cwt., and the actual chassis weight is quite reasonable by British standards. Test weights totalling 8 tons 13 cwt. had been placed in the body, so that with test gear, a member of the M.A.N. experimental department and myself aboard, the gross weight was ½ cwt. above the makers' recommended figure. Distribution checks showed that less than 1½ tons of the payload was being carried by the front wheels, whilst the total rear-axle loading was 7½ cwt. above the British legal limit.

On getting into the cab I was somewhat startled to see, so early in the morning, two steering wheels and sets of pedals, but it turned out that this was not a driving-school model—the dummy set on the right-hand side had merely been fitted as an installation check prior to offering right-hand-drive on export models (this month), and the controls were not linked.

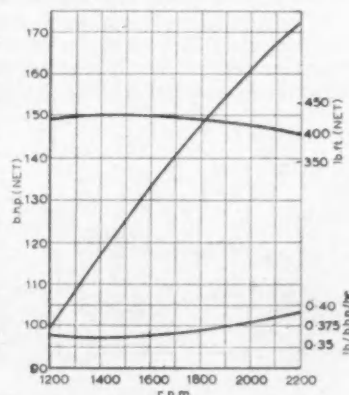
Because the fuel-test tank had only a small capacity, consumption tests had to be carried out over a 1-kilometre section of the Munich-Berlin Autobahn. These were made

at steady speeds, therefore, so the results recorded are slightly optimistic by the normal standard of tests conducted by *The Commercial Motor*, which are made from and to a stand-still. However, the 770 is geared for trunk haulage, and under British conditions it should have returned no less than 14 m.p.g. solo at a maximum speed in the region of 33 m.p.h.

As it does not appear to be forbidden for road-test vehicles to stop on

an Autobahn, acceleration tests were carried out on the same piece of road, and these showed exceptional performance. For the standing-start tests second, third, fourth and fifth gears only were employed (the maximum speed in fifth is 43 m.p.h., that in overdrive top being 52 m.p.h.), and the German driver was able to sweep through the gears.

(Continued on page 591)



This graph indicates the net (DIN) ratings of the M.A.N. D2146 M1 9.659-litre-diesel engine used in the 770 9-tonner.

5 JOURNEYS TO THE MOON...

and these Sugar
Transport engines
still run sweetly on
DEUSOL CR



Fisher & Stacey maintain a fleet operated by Pease Transport Ltd. of more than 600 vehicles which carry the products of Tate & Lyle, sugar refiners. All their vehicles run on Castrol Industrial Lubricants



because dependability is of major importance where food deliveries are concerned. The three vehicles shown have travelled between them a distance of 1,177,147 miles—more than the equivalent of five journeys to the moon! Even after this they are still in perfect mechanical order and fulfilling their scheduled runs reliably and efficiently. DEUSOL CR is solving the problems of many a harassed Transport Manager. Fisher & Stacey not only use it themselves, they recommend it to all other users of diesel lubricants. It could probably help you.

CASTROL INDUSTRIAL LTD., CASTROL HOUSE, MARYLEBONE ROAD, LONDON, N.W.1.

A member of the Castrol Group of companies.

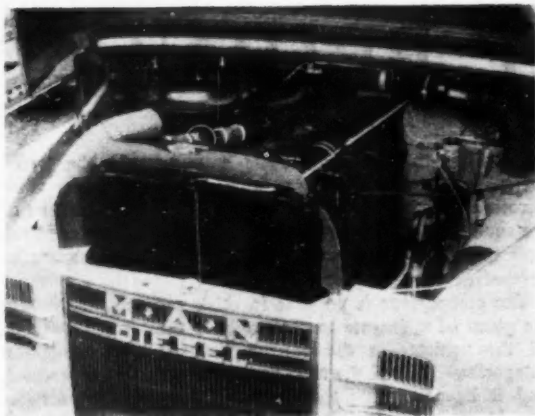


Save on every mile

with
Firestone
TRANSPORT

Specially developed for the highway to answer modern transport problems. The tyre that is a match for the tougher operating conditions of today—engineered to reduce cost-per-mile.

Firestone TYRES
consistently good



(Left) Access to the engine is hampered by the bonnet shape and its range of opening, and the high wing line. (Below) Interior cab appointments are of a very high standard, and the 770 is quiet and comfortable to drive. The near-horizontal plane of the steering wheel will be noted.



Direct-drive acceleration was particularly impressive, the take-up from 10 m.p.h. being remarkably smooth. To get the speed down to 10 m.p.h. in this ratio, the exhaust brake was used to reduce the engine speed, this brake being a valuable optional piece of equipment controlled by a button on the cab floor, adjacent to the driver's left heel.

Retardation tests were *not* made on the Autobahn, and stops carried out from 20 and 30 m.p.h. revealed only average performance, my impression being that system lag was somewhat excessive. No wheel locking occurred and the vehicle pulled up in a straight line. From 20 m.p.h. the retardation meter showed a maximum deceleration of 52 per cent., whilst from 30 m.p.h. the figure was 50.5 per cent. Despite the air assistance, the hand-brake performance was only passable, an average maximum figure of only 24 per cent. being obtained from 20 m.p.h.

A stop-start gradient test was carried out on the steepest piece of road in the Munich area, the gradient of which is only 1-in-8, however. I had expected Bavaria to be full of mountainous roads, but apparently they are all much to the south of the M.A.N. works. On this somewhat gentle slope a smooth second-gear restart was made with ease, the air-assisted hand brake having made it a light job to hold the vehicle on this gradient.

In view of the difficulty in finding a suitable slope for this test, I expected a long jaunt for the brake-fade and normal climbing tests, and in this respect I was not disappointed—we had to drive 50 miles north. Even then, the hill proved to be only a rise in the Autobahn, the general grade being 1 in 16.5 and the length 1.69 miles.

The ascent was made in an ambient temperature of 50° F. and before starting the climb the temperature of the engine coolant in the radiator header tank was 151° F. The grade was scaled in the surprisingly short time of 3½ minutes, giving an average speed of 29 m.p.h. Much of the climb was made in fifth gear at about 35 m.p.h., but fourth gear was engaged for one minute, the speed being held at about 27 m.p.h. during this time.

A radiator blind is a standard fitting on M.A.N. vehicles, and before making the climb this was adjusted to cover

half the radiator block. Despite this, the coolant temperature rose by only 14° F. during the ascent, showing the cooling system, which is pressurized to 8.5 p.s.i. (high by British standards), to be adequate for trailer working in higher ambient temperatures. No exhaust smoking could be seen during this climb.

To check for fade resistance I coasted the 770 down this hill in neutral, the descent lasting about 4½ minutes, of which time it was necessary to keep the foot brake applied for only 3½ minutes in order to keep down to 20 m.p.h. A "crash" stop from 20 m.p.h. at the bottom of the hill produced a retardation-meter reading of 46 per cent., which compares fairly well with the maximum figure obtained from this speed with cold drums.

Nevertheless, I cannot help feeling that the total frictional area of the 770 is rather small for a vehicle of this potential performance, being about 200 sq. in. below that of a comparable British maximum-capacity four-wheeler. The exhaust brake would undoubtedly be a help in prolonging lining life, however, and for this reason alone ought really to be a standard rather than an optional fitting.

The 770 is essentially a pleasant and comfortable vehicle to drive, and the quietness of the engine is most marked: except that when running on the governor, fan noise is quite distinct. At normal cruising speeds of about 40 m.p.h. the engine is turning over at little more than 1,500 r.p.m.—close to its maximum torque output and optimum fuel-economy speed.

Comprehensive cab lining, including a perforated plastics roof lining, helps to cut down cab-interior noises. The driving position itself reaches a happy compromise, the driving seat being adjustable vertically and in a fore-and-aft direction, besides having an adjustable-spring support to provide a range of adjustment to suit most drivers.

The 770 is nice to handle, the 21½-in.-diameter steering wheel giving a "man-sized" feel. The steering is light at all times, without being vague, and castor action is good.

Maintenance tests were not carried out because of time limitations, but with respect to most of the chassis equipment, accessibility should be on a par with that of equivalent British vehicles. Engine accessibility, however, is not brilliant. Access to the forward part of the engine is given by an alligator-type bonnet, the range of opening of which is not great, further difficulty being created by the high line of the front wings. The rear of the engine can be reached only by removing the cab cowl. This is only to be expected, however, with a "compromise" layout such as semi-forward-control.

As tested, the 770 complete with standard cab and 16-ft. 5-in. drop-sided body costs £3,230 in Germany, whilst the chassis-cab variant sells for £3,150. The standard 4 x 4 version is priced at £3,820. Prices outside Germany vary according to the individual arrangements of dealers.

COMMENTARY

by JANUS

LEFT BEHIND

BEFORE the Labour Party, in their anxiety to have at least one point on which they are in agreement, commit themselves irretrievably to reaffirming their intention to take road haulage back into public ownership, they should have another look at the transport industry in general.

The programme from which they seem unable to shake themselves free may have looked respectable and even plausible in the distant days when it was first formulated. Any enthusiasm it now arouses must be a compound of nostalgia, loyalty to the Party and a refusal to believe that words that once sounded so good could possibly lose their magic through the passage of time.

Admittedly it is not easy to find out the facts about road transport or to recognize them when found. They form the essential nourishment upon which a sturdy graph or progress chart should feed. Too often an attempt to measure trends produces only a sickly and unconvincing plant. It needs little effort by the Labour Party to ignore anything that does not fit into their policy, and this may be one reason why the policy has survived practically unchanged after so many shocks and disappointments. From another point of view it is all the more reason for a long scrutiny of such information as is available.

THE Ministry of Transport and other Government departments are in some ways surprisingly willing to accept what figures come to hand. A recent Treasury bulletin, seeking to assess the share of the national investment that should go to road and to rail, states without qualification that to match the increase in industrial production, ton miles covered by both forms of transport have risen, but that, whereas ton miles by road in the third quarter of 1960 were nearly 20 per cent. above the figure for the corresponding quarter of 1958, the rail figure rose by only about 7 per cent. If an index figure of 100 is given for 1958 as a whole, the 1960 figures are 103 for rail and 115 for road.

These confidently stated figures go back to the two comprehensive surveys of road goods transport made by the Ministry in 1952 and 1958. It was found that the differences between the two surveys reflected very closely the changes that had been recorded in the more frequent but less exhaustive traffic censuses. These have been taken once a month since the beginning of 1958 and the results used to present a continuous picture of road transport trends. The railway figures have always been readily available and for the first time therefore month-by-month comparisons between road and rail have been possible.

WHAT the Labour Party should particularly note are the figures for road haulage. They may be a little difficult to disentangle. In their second survey the Ministry of Transport made a seemingly natural but in reality somewhat curious division between transport for hire and transport on own account. Instead of using the licensing system as a guide, the Ministry decided that "transport on own account" included not only traffic carried on C licence but that carried under A contract and a proportion of the loads on B-licensed vehicles.

Whether or not this interpretation is strictly correct, it did nothing to clarify the results of the survey. The unit that had to be used throughout was the goods vehicle, and

an analysis that in some cases actually split the traffic carried in a single vehicle introduced an unnecessary complication, which was not present in the published results of the survey in 1952. As a result, many of the tables in the later document cannot easily be used for the purpose of comparing the two years.

The comparison is possible in other respects. Estimates are given of aggregate ton mileages in the sample week by all the vehicles in the various licensed and unlicensed categories. In 1952 the total for operators of A, contract-A and B licences, plus the British Transport Commission, was 167m. ton miles; for C licences the figure was 194m. The corresponding totals in 1958 were 275m. and 238m. The increase in traffic on own account was expected and was roughly matched by the increase in the number of vehicles on C licence. The increase by over 60 per cent. on the haulage side could not have been deduced from the vehicle figures alone. In fact, the number of vehicles on A and B licence (including those of the B.T.C.) has risen very slowly over the past 10 years.

There may be more than one reason, but it is hard not to suppose that denationalization was mainly responsible for the massive increase in road haulage traffic between 1952 and 1958. The rise in national production meant that there were more goods to be carried. In varying degrees most categories of transport operator felt the benefit and the trader found more use for his own vehicles; but without doubt it was the hauliers under free enterprise who rushed in most eagerly and took the lion's share of the extra work.

DENATIONALIZATION meant a decrease in the number of vehicles operated by British Road Services and it also removed the general restriction of independent hauliers to a radius of 25 miles. It is not therefore possible to say how much of the extra traffic would have come to B.R.S. but for the passing of the Transport Act, 1953. One cannot help suggesting that the amount would have been small. At no time either before or after disposal have B.R.S. shown much disposition to increase the volume of their activities. They carried more in 1950 and in 1951 than in 1952 and about the same quantity in 1959 as carried in 1956.

Volume of traffic carried is not necessarily an index of efficiency. B.R.S. give a satisfactory service to most of their customers and a more than satisfactory service to some. They may not be making a fortune for the Government, but at least they are not losing money. The campaign for further disposal that is waged intermittently by a section of the road haulage industry seems to have little support from trade and industry.

In spite of this there is no confidence that B.R.S. could again take on successfully the role of dictator in the field of long-distance goods transport. Even the customers who prefer them for some purposes do not want to see their activities extend. The relative decline of the railways may mean that before long, and with very little increase in the number of vehicles operating, hauliers by themselves will actually be carrying more traffic than goes by rail. This makes the position fundamentally different from what it was immediately after the war and provides another reason for the Labour Party to review the position before finally making up their minds.



FOR BIG LOADS YORK TANDEM ARE BEST

SIMPLICITY - LESS MAINTENANCE

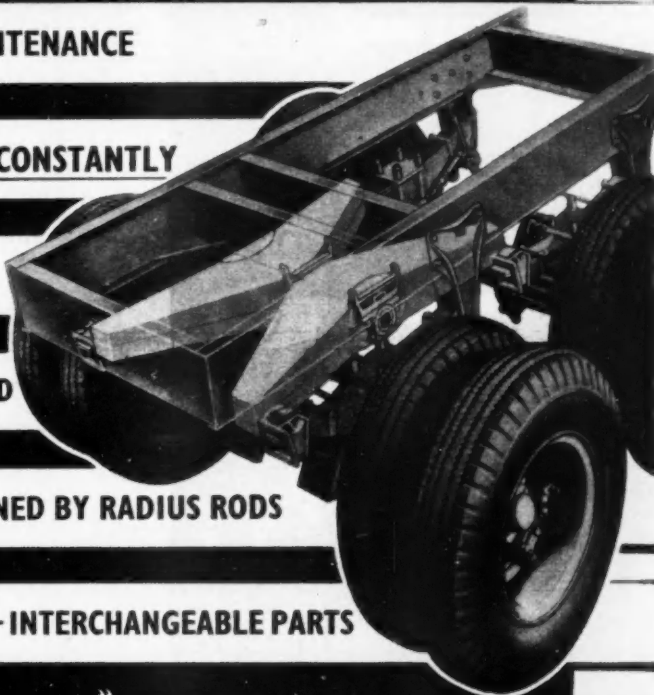
ABSOLUTE BALANCING OF LOAD - CONSTANTLY

SAFE, EVEN BRAKING

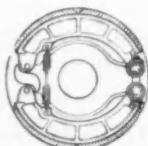
LIGHTWEIGHT-ALLOWS MORE PAYLOAD

AXLE ALIGNMENT ALWAYS MAINTAINED BY RADIUS RODS

GREATER TYRE LIFE - EASIER ROLLING - INTERCHANGEABLE PARTS

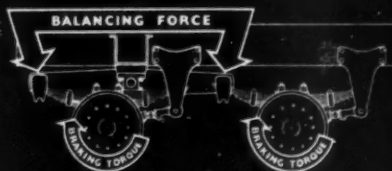


RUGGED TUBULAR AXLES ARE CORRECTLY CAMBERED FOR INCREASED TYRE LIFE.



HUGE SUPER-SAFETY BRAKES
728 SQ. INCHES OF BRAKING SURFACE.
TWO LINE AIR OPERATION IS STANDARD.

THE "NO HOP" TANDEM

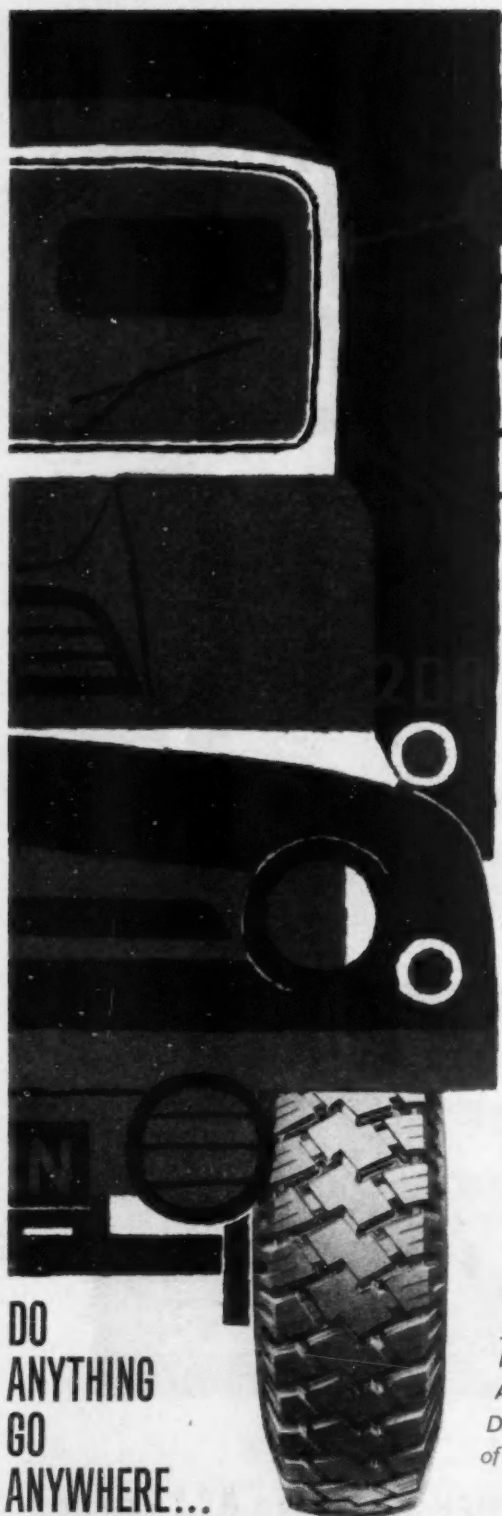


INDEPENDENT LIGHT
ROCKER BEAMS BALANCE
OUT BRAKE TORQUE —
PREVENT LOAD TRANSFER
WHEN BRAKING.
TYRES STAY GLUED TO
ROAD — FOR FASTER, SAFER
STOPS AND LONGER TYRE
LIFE

YORK

**THEY OUTSELL ALL OTHER
MAKES—BY PERFORMANCE!**

YORK TRAILER COMPANY LIMITED • CORBY • NORTHANTS



DO
ANYTHING
GO
ANYWHERE...

Whatever the task you set your vehicles, Pirelli Atlantic goes along with you. Clinging midwinter mud, hot midsummer sand, the debris of building sites, the sharp stones of quarry tracks—all these the Pirelli Atlantic takes as easily as it unrolls the main road miles on a journey. Do anything, go anywhere, with Pirelli Atlantic—and all for the cost of a normal tyre.

PIRELLI ATLANTIC

Letters to the Editor

Fares: A Simpler System

I WAS interested in Mr. D. L. Munby's article on licensing matters (May 12), and I think that many of his remarks are not before their time. I was particularly interested in the reference to the method of fixing fares, and I would like to put forward the following points for consideration in this connection.

In a large number of cases, increases in stage carriage fares (and to some extent express and excursion fares) have been made by "blanket" applications. As a result badly sited stages or exceptionally low or high rates on particular sections have merely had an increase, without any rectification of the faults of the then existing fare tables. Under the present licensing procedures it appears impossible to put these matters right if such alterations would involve an increase in the fares concerned.

In a particular group of services with which I am personally connected, there are several instances of this type and one outstanding one can be quoted. In this case the route is 9 miles long and the original through fare was 8d., but the first 2.75 miles was 4d. With "blanket" increases, and "coming-into-line" applications, the first 2.75 miles is now 7d. but the through fare is still only 10d. In effect this means that passengers are being carried 6.25 miles for 3d.

The procedure of having to prove that the whole undertaking covering stage, express, school contracts, private hire, excursions and tours does not clear expenses (or only reaches a certain level of profit) seems to be quite wrong in principle. The complicated and detailed accountancy required to "back up" fare applications is quite beyond the capacity of a small concern and a waste of much valuable time and money for the medium or large undertakings. Even then the increased fares, if granted, usually do not enable the operator to wipe out what might be termed the hereditary inaccuracies of past years.

Also in some cases only certain routes or sections of routes require rectifications, and I know of instances where services are more or less patronized by the same group of people all the time, who would be willing to pay a little more rather than lose the service altogether.

In two cases, taking the total number of passengers carried annually, an average addition of about 1½d. per fare would make these services self-supporting, but such alterations would be unlikely to receive official sanction, at any rate without the full "procedure," and such trouble would not be justified.

Can we not, therefore, have some simpler system based on the merits of each case? Which operator would price himself out of the market deliberately.

Crewe, Cheshire.

D. RANDALL.

Shortage of Good Drivers

I AM a long-distance driver working for a very reputable firm in Nottingham. I would like to draw your attention to the following.

In the May 12 edition you remark on the fact that the R.H.A. had a rate increase of 10 per cent. last year, and that owing to a wage award some weeks later, they may have to increase rates again.

When the 10 per cent. increase in rates was announced last autumn, one of the reasons given for it was that the

R.H.A. would shortly have to pay higher wages. Must they have two rate rises to cover a 6 per cent. wage increase?

Your magazine continually bemoans the shortage of good drivers. Considering the following, can you wonder why?

(1) A proposal at a fairly recent R.H.A. meeting to insist on heaters being standard fitting in heavy goods vehicles was almost unanimously turned down—because drivers might doze off! How many R.H.A. members drive a car without a heater? How many American and Continental drivers have vehicles without heaters?

(2) I receive the same wage as a road-sweeper, less than a dustman, less than an engine-driver, and yet I must be a skilful driver, courteous to my employer's customers, able to load and rope all sorts of loads, something of a mechanic, have initiative, and live in digs. I must be harried by the police, cursed at by private motorists—all for £9 5s. 6d. for 44 hours. If you print this letter somebody is bound to say what about the 60 or 70 hours a week. Who wants to work overtime?

However, I like the job and that's all that really matters. Bramcote, Notts.

DAB IN.

A Little Bit of Devilry

"THE Things They Ask For," in your issue of May 5, reminds me of two instances which happened before the war.

A small haulage operator wrote to a firm of trailer manufacturers for details of a pole trailer asking what DEVILRY they could give.

Then there was the Midlands branch of a London haulier who contacted London asking for a replacement cylinder head. They duly received a telegram saying: "Sending shilling per head Monday." I hope they got it. A shilling would buy something in those days!

Andover, Hants.

B. C. FARRINGTON.



An Albion Reiver chassis forms the basis of this bulk-haulage tanker operated by Gilbraith Tankers, Ltd., Accrington. The vehicle has a Bonallack 400-cu.-ft. tank and Autolifts tipping gear, and the blower can discharge the load to a height of 100ft. in 20 to 30 minutes. Cement, sand and grain will be carried.

Expansion Trends in Haulage

Seeking to Carry Cash

THE most interesting applications this week are three by Securior (Southern), Ltd., for a total of 11 B-licensed vans to carry cash and valuables within 50 miles of their bases at Southampton, Gravesend and Slough.

Other substantial applications include: W. E. Reeve, Ltd., Maidstone, to add four vehicles to A licence; Strathbogie Transport, Ltd., Rhynie, in the Scottish traffic area, a new A licence for five vehicles; and R. Oliver, Manchester, a new A licence for four vehicles. R. G. Tait and Sons, Haydon Bridge, in the Northern traffic area, seek a six-vehicle contract-A to B licence switch.

NW 9/12/2.—Roadcraft, Ltd., Bootle, new B lic. 1 art., refused.
NW 3/3/14.—Reliance Garage (Manchester), Ltd., B var. add 1 art., withdrawn.

YORKSHIRE

Decisions

Y 28/9/10.—B. and B. Storage Co., Bradford, new B lic. 1 veh., withdrawn.
Y 15/2/4.—Yardley's Transport, Ltd., Leeds, A var. add 5 veh., 4 granted.
Y 1/3/1.—Harold Wood and Sons, Ltd., Heckmondwike, new A lic. 12 tankers, granted.
Y 1/2/13.—Stopes Haulage, Stannington, A var. add 1 veh., refused.
Y 15/2/5 and Y 15/2/6.—T. Rodwell and Son, Ltd., Wombwell, A var. add 2 veh., 1 veh. granted for maintenance.
Y 15/2/9.—E. F. Farmers and Sons, Halifax, new B lic. 2 veh., withdrawn.

WEST MIDLANDS

Applications

WM 11/5/1.—Powell's Transport, Ltd., Hereford, A var. add 1 bulk grain carrier (4½t), grain and foodstuffs in bulk within 160 miles.
WM 11/5/2.—B. and H. C. Sadler, Pembridge, A var. add 1 veh. (5t) (container 1½t) livestock; Hereford, adjoining counties, Midlands and South Wales. Lighting fittings within 150 miles and to North-East England.
WM 11/5/3.—B.R.S. (Parcels), Ltd., Stoke-on-Trent, A var. add 2 vans (7t) g.g. mainly parcels/smalls. Collection and delivery within 40 miles and services within 150 miles.
WM 11/5/4.—A. D. Humpherson, Sutton Coldfield, new B lic. 1 van or lorry (2t). Paint for Robert Ingham Clarke and Co., and Pinchin Johnson and Co., within 50 miles and to London and Liverpool depots.
WM 11/5/5.—Harry Price (Haulage), Ltd., B var. Vary conditions on 3 veh. to g.g. within 50 miles; now g.g. 20 miles.

Decisions

WM 9/2/4.—C. G. Richards, Sutton, new B lic. 1 veh., withdrawn.
WM 23/2/10.—A. G. Lowe and Sons, Handsworth, B var. add 1 veh., granted.
WM 20/4/6.—Storage and Haulage, Ltd., Yardley, B var. add 3 veh., 2 granted.
WM 16/3/4.—H. Lloyd, Ltd., Birmingham, new B lic. 2 veh., withdrawn.
WM 16/3/2.—G. W. Wootton, Willenhall, new A lic. 1 veh., refused.

EAST MIDLANDS

Decisions

EM 22/3/7.—K. and M. (Hauliers), Ltd., Rutwell, B var. add 6 veh., withdrawn.
EM 28/12/5.—British Railways, Northampton, A var. add 1 veh., granted.
EM 11/1/1.—J. Shacklock and Sons, Ltd., Caistor, new A lic. 5 veh. granted.
EM 23/2/9.—T. Bygott and Son, Grimsby, B var. add 1 veh., granted.

EASTERN

Applications

E 15/5/1.—R. Puddifant, Southend-on-Sea, new A lic. 1 tanker (4½t) cement in bulk, G.B.
E 15/5/2.—J. R. and R. H. Purle, Thundersley, A var. add 2 tankers (8½t).
E 15/5/3.—Westwood Transport, Ltd., Beccles, A var. add 2 veh. (7½t), 6 trl. (16½t), delete 5 trl. (11½t).

WESTERN

Decisions

W 28/2/4.—Collins Motors, Yate, new B lic. 1 veh., withdrawn.
W 28/3/2.—L. Hooper, St. Austell, A var. add 1 T. granted.

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

W 21/3/5.—A. Packham and Co., Ltd., Bristol, A var. add 4 vans, delete 1, granted.
W 21/3/3.—H. F. Love, Ilfracombe, new A lic. 2 veh., granted.

METROPOLITAN

Applications

M 11/5/1.—G. E. Preston, Harefield, A var. add 1 veh. (3½t) asbestos sheets, poultry houses, household removals, cement, bricks and building mats, within 100 miles.
M 11/5/2.—Worth and Langridge, Southwark, A var. add 1 veh. (4½t) g.g., mainly oxygen cylinders, crucibles and building mats, mainly within 150 miles.
M 11/5/3.—Securior (Southern), Ltd., (a) Gravesend, new B lic. 4 veh. (5t 8c) cash and valuables within 50 miles. (b) Slough, 4 veh. (5t 8c) cash and valuables within 50 miles.

Decisions

M 18/1/11.—E. G. Sumner, Ltd., E.I., A var. add 1 veh., granted for maintenance.
M 8/3/8.—O. Wray and Co., Ltd., West Molesey, A var. add 1 art., granted.

SOUTH EASTERN

Applications

SE 11/5/1.—H. T. H. Gurrin, I. R. Porter and F. J. Solan, Tunbridge Wells, new A lic. 2 veh. (10t) packaged goods from manufacturers and merchants for distribution; Kent to Midlands, the North and Scotland, where direct delivery is essential without transshipment. If granted, 1 veh. deleted from lic. of H. and H. Transport.
SE 11/5/2.—W. E. Reeve, Ltd., Maidstone, A var. add 4 veh. (17t) fruit, agric. produce, and requisites; South East England, Midlands, North East and North West England.
SE 11/5/3.—J. Lawes, Reading, A var. add 1 veh. (2½t) agric. produce and requisites, also building mats., sacks for West of England Sack Co. and fertilizer for I.C.I., Ltd., within 60 miles.
SE 11/5/4.—J. C. Wells (Transport), Ltd., West Malling, A var. add 1 veh. (3½t) for maintenance purposes only.
SE 11/5/5.—Industrial Freight and Travel, Ltd., Basingstoke, new B lic. 1 van (2½t) goods imported or for export for own business as shipping and forwarding agents, within 50 miles.
SE 11/5/6.—Peter Hopkins Haulage, Ashford, new B lic. 1 veh. (3t) agric. and horticultural produce, any market, G.B., and empties by return; mainly Covent Garden and Brentford, also tractors and implements within 100 miles.
SE 11/5/7.—Sam Booth, Ltd., Haywards Heath, B var. add 1 low-ldr. (15t) heavy earth-moving equipment, within 150 miles, occasionally any distance.
SE 11/5/8.—Securior (Southern), Ltd., Southampton, B var. add 3 vans (4½t).

Decisions

SE 16/2/1.—Little and Little, Henley-on-Thames, new A lic. 1 veh., granted.
SE 16/2/2.—Barnham Transport Co., Ltd., A var. Add 1 pressurized tanker, granted.
SE 30/3/1.—British Railways (1) Chatham, A var. add 1 veh., granted. (2) Folkestone, A var. add 1 veh., granted. (3) Tonbridge, A var. add 3 veh., granted.
SE 2/3/1.—Alan Firmin Transport, Ltd., (1) Linton, A var. add 1 veh. and trl., granted.
SE 2/2/2.—(2) A var. add 3 veh. and 1 trl., granted.
SE 16/3/4.—Reed Transport, Ltd., Thatcham, A var. subst. veh., granted.
SE 16/3/2.—H. and L. Haulage Co., Deal, new A lic. 1 veh., refused.
SE 16/2/7.—E. A. Beggs and Son, Bucklebury, new B lic. 2 T., withdrawn.
SE 27/10/5.—London and Rochester Trading Co., Ltd., new A lic. 2 art., granted.
SE 2/3/2.—T. D. Johnston, Detting Hill, A var. add 1 veh., granted.
SE 19/1/2.—G. T. Wilson and Son, Hunton, A var. add 1 veh., granted.
SE 2/2/1.—T. W. Regan, Horsmonden, new A lic. 3 art., refused.
SE 16/3/9.—Griffiths Contractors, Ltd., Worthing, new B lic. 2 veh., withdrawn.

SCOTTISH (NORTH)

Applications

SN 13/5/1.—Strathbogie Transport, Ltd., Rhynie, new A lic. 5 veh. (31½t) 1 trl. (2½t) sawmilling equipment, timber, sectional buildings and building mats; G.B. Coal within 50 miles; all for R. B. Farquhar, Rhynie. Potatoes and agric. goods for John Gyle, G.B.
SN 13/5/2.—Charles Alexander and Partners (Transport), Ltd., Aberdeen, A var. add 3 junker trailers (9t).

SCOTTISH (SOUTH)

Applications

SS 13/5/1.—William Swan (Contractors), Ltd., Leith, new A lic. 3 veh. (11½t) road and building mats., sand and salt; within Scotland.
SS 13/5/2.—Inter-City Transport and Trading Co., Ltd., Cumbernauld, new A lic. 1 veh. (6t) 1 trl. (2½t) whisky and empty casks; mainly Scotland, journeys to England as required.
SS 13/5/3.—Wm. Dobson (Edinburgh), Ltd., A var. add 1 art. (9t) mainly bulk fertilizers for S.A.L. Ltd.
SS 13/5/4.—Charles Miller, Blackburn, new B lic. 2 veh. (7½t) livestock and g.g., Lanark Market, West Lothian and within 25 miles.
SS 13/5/5.—James Wright, Glasgow, new B lic. 1 veh. (2t) furniture, wines and spirits; within 50 miles.

NORTHERN

Applications

N 9/5/1.—G. D. Dunn, Belford, new A lic. 1 veh. (4½t) g.g., all districts.
N 9/5/2.—J. Pichthall and Sons, Cleator Moor, A var. add 1 T (4½t).
N 9/5/3.—A. R. Scott, Hexham, A var. add 2 veh. (9t).
N 9/5/4.—S. F. Fell, Wigton, A var. add 1 veh. (2t 18c) cattle container (2½t).
N 9/5/5.—R. G. Tait and Sons, Haydon Bridge, new B lic. 6 veh. (29½t) goods for Sircetley Co., Ltd., and G. A. Cook, Ltd., within six Northern counties and Southern Scotland. Now on contract-A lic.

NORTH WESTERN

Applications

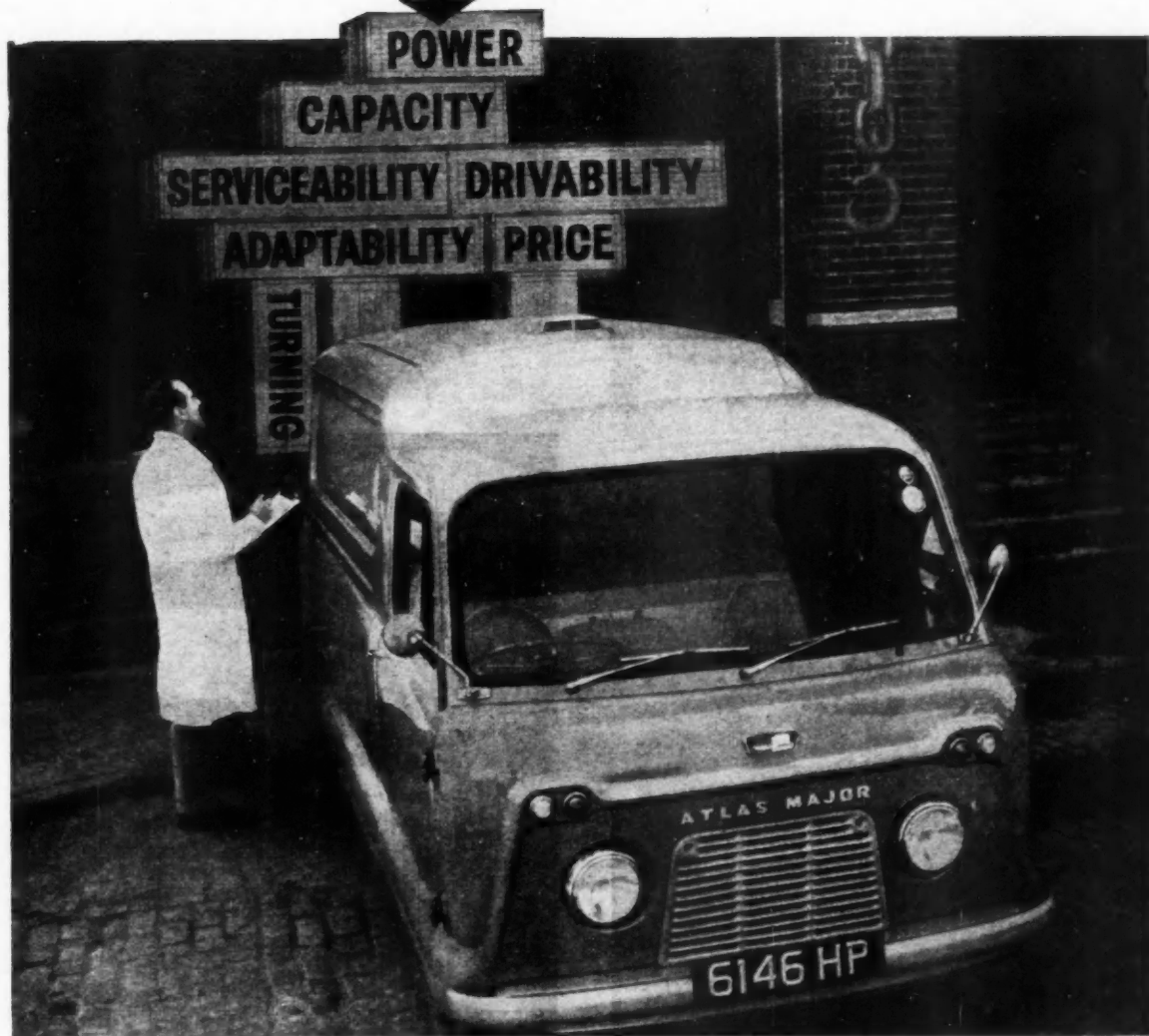
NW 12/5/1.—R. Oliver, Manchester, new A lic. 4 veh. (13t) mainly vans, chemicals, textiles, paper and general shipping goods. Now on B lic.
NW 12/5/2.—Cheethams Transport, Ltd., Manchester, A var. add 2 art. (11½t).
NW 12/5/3.—Henton's Transport (Home Farm, Mawdesley), Ltd., St. Helens, A var. add 2 art. (15t).

Decisions

NW 7/4/4.—Austin Wilkinson, Ltd., Salford, A var. add 1 art. delete 2 trl., granted.
NW 20/1/5.—S. Lawrence and Sons, Wrexham, new B lic. 3 veh., granted.
NW 25/11/15.—D. J. Ryan and Sons, Ltd., Preston, new B lic. 4 veh., withdrawn.
NW 3/3/11.—R. O. Jones, Pwllheli, new B lic. 1 veh., granted.
NW 3/3/7.—Law Bros. Road Services, Ltd., Swinton, A var. add 3 art., granted.

NEW ATLAS MAJOR

scores 7 different ways



- 1 57 gross BHP—a 1670 cc version of the Vanguard engine. Replaceable wet liners.
- 2 180 cubic feet—greater capacity than any British van with similar payload. Low loading height—22½". Flat wheel-arches for greater carrying. Slam-shut rear door, no bars or bolts.
- 3 Whips round in 29 feet—tightest turning circle of any van its size. Simpler garaging, quicker turn-round. Operates in spaces impossible to other vans.
- 4 Only British van on which engine, gearbox and front suspension can be removed in one unit. Cuts service time by hours.
- 5 Specialised bodies for all trades. Extra windows, extra doors, special loading arrangements can be incorporated.
- 6 Full forward control. High curved windscreen. Bucket seat. Fully insulated engine cover. Plastic headlining. Straight-through cab. Floor-mounted gearstick.
- 7 Atlas Major van £520. Pick-up £510. Not the cheapest, and certainly not the dearest on the market. But the Atlas Major is unquestionably among the lowest for running costs.

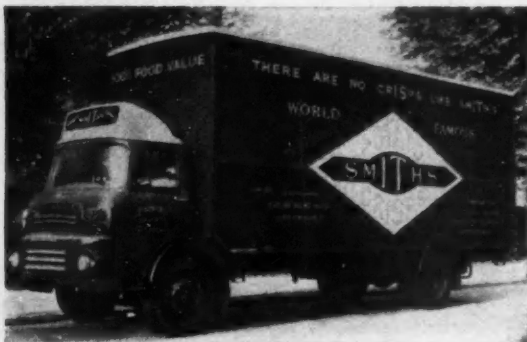
RING YOUR STANDARD-TRIUMPH DEALER TODAY

Ask about the low-price Atlas 948 cc too



**More Fleet users who
choose Bodywork by**

Normand



Whether your needs are of a specialised nature or you simply need first-class bodywork of the conventional type, send us particulars of your requirements, or we will send a technical representative to see you.



NORMAND LIMITED, PARK ROYAL, LONDON, N.W.10
TELEPHONE ELGAR 7757 (8 lines) AND DEPOTS

B36

Normand

New Equipment and Publications

New High-Pressure Lubricating Equipment

THREE new units have been added to the Lubrequipment range of transport service equipment made by Castrol, Ltd., Castrol House, Marylebone Road, London, N.W.1. These are the Series 3 "Quick March" Transportable Lubricators, and each of the models has been designed for a particular purpose, two for high-pressure greasing and the third for gearbox and rear axle oil filling.

Alternative pumping units are available for each model so that they can be supplied suitable for connection to air lines having a pressure of either 150 p.s.i. or 80 p.s.i. In either case the greasing units develop a lubricant pressure of 6,000 p.s.i. and the oil filling unit delivers about six pints of oil per minute.

Both of the greasing units have similar operating characteristics, one being suitable for all types of self-levelling grease and oil, whilst the other incorporates a floating pump which makes it suitable also for heavy and fibrous types of grease.

Casings of the three models are designed to take standard 1-cwt. kegs of grease or 12-gal. gear oil drums and the units are mounted on four 3-in. swivelling castors which make them easy to manoeuvre.

Hose length on all three models is 7 ft. but greater lengths can be fitted if required. Equipment supplied with the greasing units includes two adaptors for push-on and hexagon nipples and a flexible connection. Nozzles suitable for all types of filling orifices are supplied with the oil filler.



The two new Castrol greasing units: above, that designed for self-levelling greases and oil and, right, that for heavy greases.

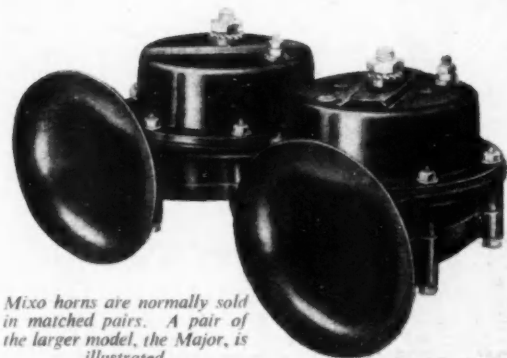
Alternative Undercoat

A SEMI-MATT primer-undercoat for use in their One Coat Glossex transport finishing system has been developed by Blundell, Spence and Co., Ltd., as an alternative to the existing Glossex primer-surfacer.

Application of the new product is exactly the same as the primer-surfacer. It can be used either as a primer-undercoat or as an undercoat over a primer, and is suitable for use under hot sprayed lacquer.

Powerful Horns

TWO models of Mixo horns, which are made in France, are now distributed in the U.K. by Marchal Distributors, Ltd., Brook Lane North, Brentford, Middx. The horns are sold in pairs, one having a high note and the other a low note, but single horns can be had if required.



Mixo horns are normally sold in matched pairs. A pair of the larger model, the Major, is illustrated.

Larger of the two models is the Mixo Major. The set has an output of 120 phons which is the maximum permitted under French law. Output of the Mixo Minor, the other model, is only a little less at 110 phons for the set.

Both Major and Minor horns can be supplied to suit 6V. or 12V. circuits; the Major only is available (on special request) for 24V. The horns are sold in sets which consist of two horns, brackets and a relay. The Mixo Minor set costs £3 15s. whilst the Mixo Major set costs £4 19s. 6d.

Coloured Plastics

A NEW range of coloured gel coats in 15 standard colours for reinforced polyester laminates is being introduced by the Plastics Colour Division of Ferro Enamels, Ltd., Wombourn, Wolverhampton. These new gel coats, for which a free colour matching service is available,

are intended for spray and brush application. For spraying, the coats are thinned to the desired viscosity with acetone.

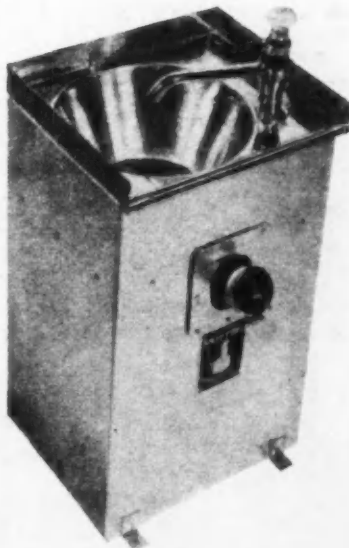
Maximum pigment concentration is claimed for the Ferro gel coats and this is said to give full coverage of the mould with a thin application. All the solids and resins are intimately mixed to minimize voids in the cured gel coat, thus simplifying finishing operations.

Washbasin Unit Changes

A NUMBER of improvements have been made to the range of "Thermowell" washbasin and tank units manufactured by Smith's Delivery Vehicles, Ltd., Gateshead-on-Tyne, 11.

Copper hot-water tanks and exteriors of aluminium alloy will in future be incorporated, although the existing stainless-steel hand-basin and the same method of insulation are being retained.

Following the alterations the price of the equipment has been increased, and the standard Thermowell now costs £19 7s. 6d. carriage paid.



The latest design of Thermowell washbasin unit.

Planning for Profit

Assessing Loss of Use

A Recurring Inquiry From Readers is for a Fair Basis for the Calculation of an Insurance Claim Following an Accident

A WELSH operator states that one of his vehicles has been involved in an accident and as a result has been out of commission for about three months. He adds that his insurance company has asked for a statement of loss of earnings of this vehicle, which is a rigid eight-wheeled oiler.

The operator asks for advice as to the method of compiling the claim relative to such items as depreciation, tyres, licences and wages.

As a first step it would be advisable to analyse both the revenue and expenditure of the vehicle in question for, say, the three months immediately prior to the accident. From this analysis the current average rate of profit can then be determined.

During the period whilst the vehicle was under repair the whole of the five standing costs, namely licences, wages, rent and rates, insurance and interest on initial outlay would still have to be met. Incidentally in these days of full employment, it is assumed that it would not be a practical proposition to stand off the driver of the vehicle involved in the accident until it was back on the road. In a large organization temporary duty may be found for such a man, for example in the garage and although the best use may be made of his services the amount of wages so paid could reasonably be included in any claim made on account of the accident.

AS regards depreciation, however, for the comparatively short period of three months, it is debatable whether a sound basis for a claim in respect of this item of operating costs can be substantiated. In any event, as depreciation is dealt with on a mileage basis in "The Commercial Motor" Tables of Operating Costs it is therefore included as one of the five items of running costs, none of which can be said to be incurred whilst the vehicle is laid up on account of an accident.

The addition of the total standing cost incurred during the period whilst the vehicle was off the road, to the amount of profit earned over a similar period immediately prior to the accident, should then form the basis for a claim for loss of use on account of an accident.

As an example of the likely costs involved, the following extract from Table Three of "The Commercial Motor" Tables of Operating Costs is given. In respect of a rigid eight-wheeled

oiler, with a carrying capacity of 16 tons, the five items of standing costs per week are estimated as follows:—licences £2 8s., wages £10 5s. 2d., rent and rates 13s. 4d., insurance £2 1s. 4d., and interest on initial outlay £2 8s. 10d.; total £17 16s. 8d. As previously stated the amount of average weekly profit immediately prior to the accident would then have to be added to the total standing cost to form the basis for a claim for loss of use.

A MIDDLESEX reader states that he is operating a private hire business, but finds that his present vehicles are too small and is considering the purchase of a coach. Before doing so he asks for advice on the legal implications of such a step and some indication of the likely operating costs of this type of vehicle.

Before detailing the regulations controlling the operation of public service vehicles, it is first necessary to give the legal definition of this type of vehicle. Any motor vehicle used for carrying passengers for hire or reward, which is either carrying passengers at separate fares or, if not so doing, is adapted to carry eight passengers or more, is considered to be a public service vehicle and is so defined in the Road Traffic Act 1960, paragraph 117.

For the purpose of licensing, public service vehicles are divided into three classes, namely stage carriages, express carriages and contract carriages. The first of these—the stage carriage—is a public service vehicle carrying passengers at separate fares, but which does not operate as an express carriage.

An express carriage, however, is a public service vehicle carrying passengers at separate fares none of which is less than 1s., or such greater sum as may be prescribed. For the purposes of this sub-section a composite fare for more than one journey, such as a return or season ticket, is regarded as one fare and is not to be divided among the journeys which may be made with it. Moreover, no account is taken of fares charged in the case of passengers of particular descriptions, such as children's, student's, or workmen's tickets, if a fare of 1s. or more is charged for a similar service when ordinary passengers are carried.

The third group of public service vehicles—contract carriages—are vehicles which do not carry passengers at separate fares but where there is a contract express or implied for the use of the vehicle as a whole.

Irrespective of the type of operation, a public service vehicle licence must be held for the vehicle, and the driver (and conductor where carried) must hold a licence.

In the case of stage and express carriages, it is necessary, in addition, to hold a road service licence for the service which is to be operated, but this is not required for contract carriages, which are presumably the type of service which interests this particular reader.

(Continued on page 597)



One of the first Bedford TK models to carry the Flowers' brewery livery this Homalloy-bodied 6-tonner faces an expected busy summer.

ALL THE YEAR ROUND ON ALL YOUR VEHICLES

Specify the oil that saves
—money, time and wear!

Are you still using yesterday's methods of engine lubrication or have you changed over to new BP ENERGOL MULTIGRADE OILS? These new SAE 10W/30 oils, designed specifically for use in engines in good mechanical condition, give the finest trouble free service all the year round—on all your vehicles. And just see what you save!

SAVE

on fuel. Under stop-start conditions you can save up to 10%. You can get worthwhile saving on long distance work too.

SAVE

engine wear. Immediate oil flow, even at lowest temperatures, saves abrasive and corrosive wear occurring during engine "warm-up".

SAVE

on battery life and starting ring wear through easier starting under all conditions.

SAVE

time and money. You need buy only one oil for diesel and petrol vehicles—and you cut out all the bother of inter-season oil changes.

There are 2 Grades:—
BP ENERGOL DS1 MULTIGRADE for engines requiring "Supplement 1" lubricating oil and BP ENERGOL DD MULTIGRADE for engines requiring oil with less additive.

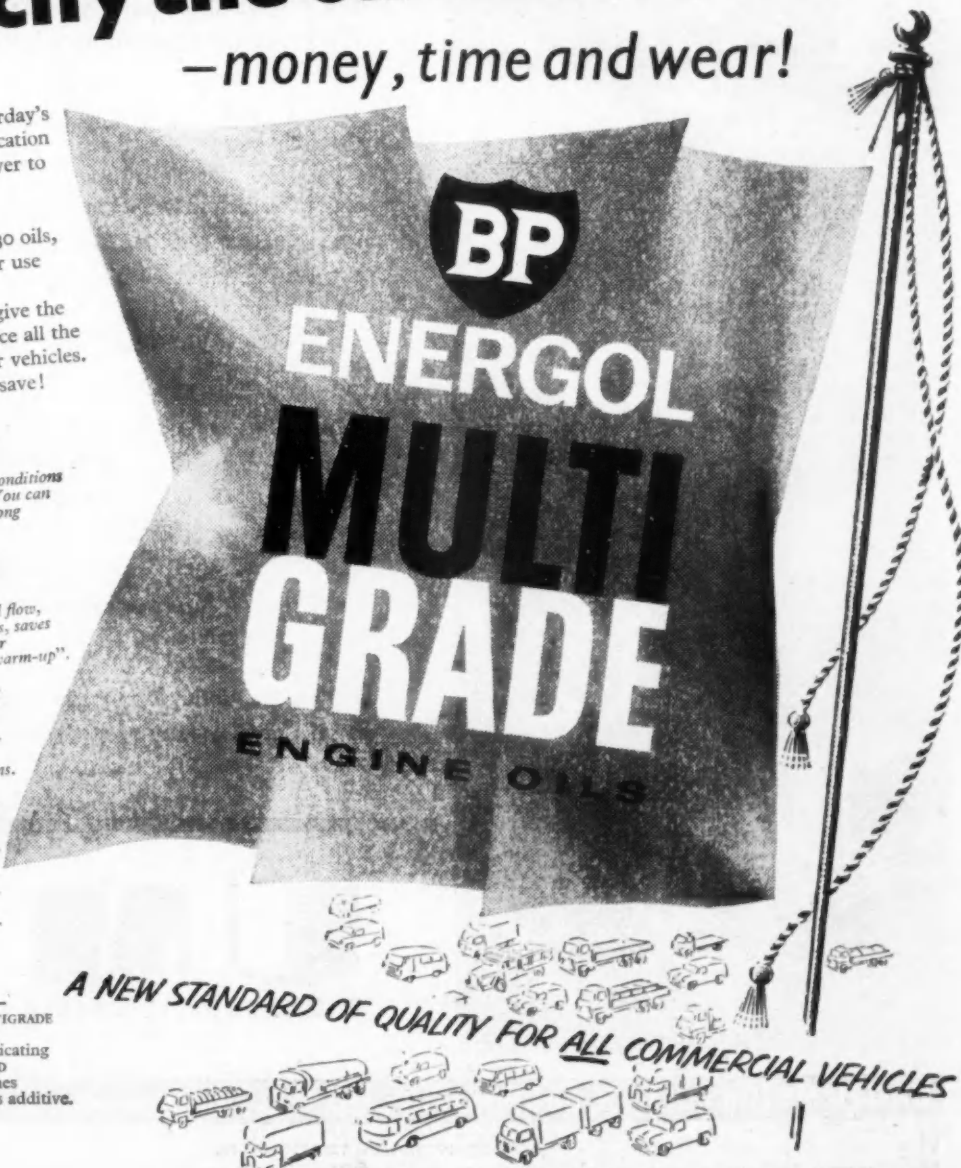


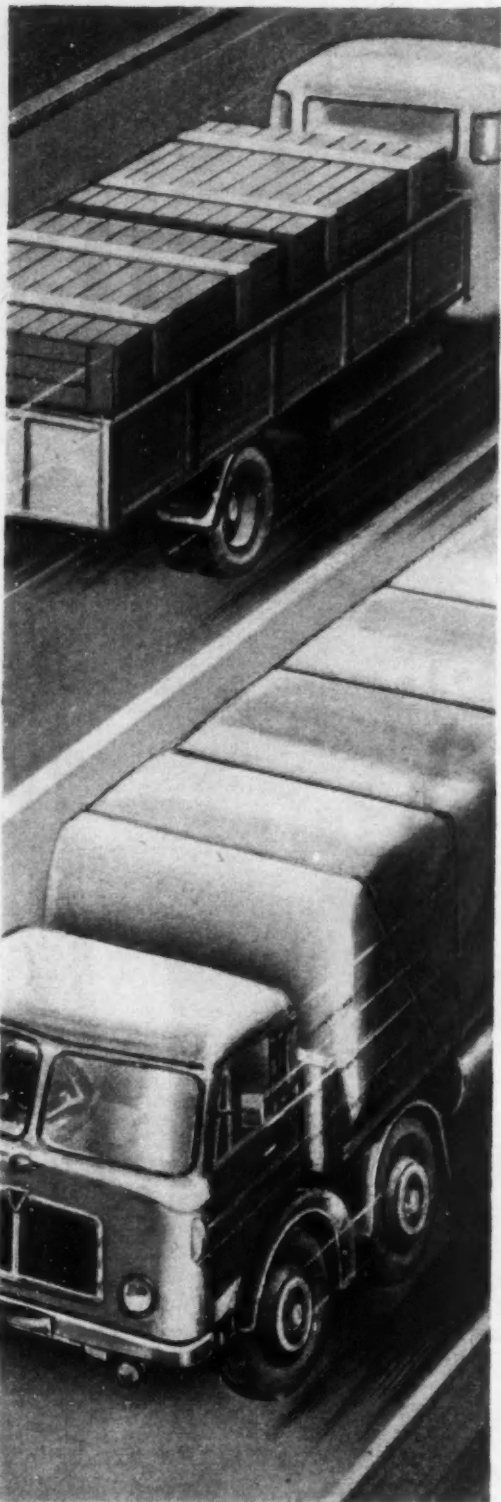
Distributed by

THE POWER PETROLEUM CO. LTD

Head Office: 76-86 STRAND · LONDON W.C.2 (Branches and Depots throughout the country)

839





Quick Turnarounds!

The secret of successful and profitable road transport operation is dependant largely on the reliability of your vehicle or your fleet. All experienced operators know that this is best achieved by employing up-to-date vehicles and avoiding the onset of the costly "repair bogey."

Does the lack of available capital prevent YOU from getting that quick turnaround and the resultant profits? It need not.

U.M.F. hire purchase facilities provide the answer.

With more than fifty years specialised experience of providing facilities to commercial vehicle users, U.M.F. enable you to acquire your vehicle or vehicles with the minimum financial outlay. Your working capital is conserved for use in your business and for future emergencies.

Ask your supplier for details or write to U.M.F. Head Office or any of their branches.

U M F

A MERCANTILE CREDIT COMPANY

UNITED MOTOR FINANCE CORPORATION LTD., Stoke Park House, Slough. Tel: Slough 23321

BRANCH OFFICES and TELEPHONE Nos.

LONDON - - Hyde Park 6971
BIRMINGHAM - Edgbaston 5851
BLACKBURN - Blackwater 85748

SOUTHAMPTON - Socon 28677/8
GLASGOW - - Central 7948/9
THAMES VALLEY - Slough 23321

CROYDON - - - Croydon 3716
BRISTOL - - - Bristol 23417
LEICESTER - Leicester 25314/5/6

NEWCASTLE - Newcastle 22491/2
IPSWICH - - - Ipswich 56231
CARDIFF - - - Cardiff 27010

The public service vehicle licence is issued by the Traffic Commissioner for the traffic area in or from which the vehicle is ordinarily used. Such licences authorize the use of the vehicle as a stage, express or contract carriage as the case may be, and are personal to the holder of the licence. It is permissible for a vehicle licensed as a stage carriage to also be used as an express or contract carriage. Similarly, a vehicle licensed as an express carriage could be used additionally as a contract carriage.

A public service vehicle licence cannot be granted unless there is a certificate of fitness in force in respect of the vehicle, although this does not apply to vehicles adapted to carry less than eight passengers. These certificates are issued by a certifying officer of the Ministry of Transport after he has been satisfied that the particular vehicle complies with the prescribed conditions as to its fitness.

For a public service vehicle licence the fee is £6 and the licence is valid for one year. The fee for a certificate of fitness is £5 10s. and the certificate may be valid for a period from one to seven years as decided by the certifying officer.

In determining whether a passenger vehicle is being used for hire or reward, it should be noted that any payment or consideration given by or on behalf of a passenger is considered to constitute "for hire or reward." Similarly, any payment which is made to a club or society which thereby entitles the passenger to be carried on one of its own vehicles also constitutes hire or reward, even though the payment is not directly related to any journeys made.

The expression "separate fares" also has special implications in this context. This expression here covers not only what is generally understood as separate fares, namely separate payments made by individual passengers direct to the operator, but also other arrangements. These would include occasions when separate payments for the journey are made, whether or not to the owner of the vehicle or to some other person. Moreover, it is immaterial whether the payments are made solely in respect of the journey or not.

A payment is considered to be made if it gives the passenger the right to be carried for one or more journeys and even whether or not he actually travels.

Many small operators at present engaged in private hire work with cars and contemplating using vehicles adapted to carry up to seven passengers, may be concerned with the special circumstances when such vehicles may not be treated as public service vehicles, although carrying passengers at separate fares. Such circumstances could arise when any one of the following four alternative requirements is satisfied.

The first of these will be when the vehicle is used on the occasion of a race meeting, public gathering or special occasion. Alternatively, when it is being used on a journey in which all five of the following conditions are satisfied. The number of the passengers must not exceed four and the agreement for the payment of separate fares must not be initiated by the driver or owner of the vehicle, by the person who has let the vehicle out on any hiring agreement, or by any person who receives any remuneration for arranging the journey.

ADDITIONALLY, there must be no previous advertisement to the public of facilities for passengers to be carried at separate fares, nor must the journey be one on which passengers are frequently carried in the same or other vehicles belonging to the same owner.

Neither must the journey be made in conjunction with a service provided under a road service licence in cases where the vehicle is owned by either the holder of the licence or a person receiving remuneration from the operation of the service.

The third requirement, whereby passengers could be carried at separate fares without the vehicle being considered to be a

public service vehicle, is that each of the passengers making the journey must be outside Great Britain at the time of concluding the arrangements for it. Alternatively when the arrangements for bringing together all the passengers had not been made by either the driver or owner of the vehicle or anyone who receives remuneration in respect of the arrangements.

An exception is made as regards the condition prohibiting advertisements. Journeys may be advertised by a notice displayed, or alternatively an announcement made, in the usual fashion in a place of worship. Alternatively an appropriate notice could be inserted in a parish magazine or similar periodical published for the information of persons attending a place of worship, with a correspondingly limited circulation.

As an example of likely operating costs for small vehicles engaged on private hire work, the following details are given relative to 14- or 31-seater coaches, fitted with petrol engines.

THE cost of licences in respect of the 14-seater will be reckoned as equivalent to 7s. 4d. a week. Incidentally, as with all five of the standing costs, this amount is derived on the basis of a 50-week year to allow for two weeks a year when the vehicle is off the road for overhaul or driver's holidays.

Unlike other forms of transport there is no statutory rate of pay applicable to coach drivers and the weekly cost to the employer will be arbitrarily assessed at £10 8s. 9d. This amount includes additions for contributions to National and employers' voluntary liability insurance and adjustment to allow for two weeks holiday with pay.

Rent and rates in respect of garaging the vehicle are estimated to be the equivalent of 12s. 10d. a week whilst vehicle insurance is reckoned to add £1 0s. 10d. a week. Allowing a further 18s. 10d. a week for interest charges, the total standing cost per week would then be £13 8s. 7d.



Two of the latest Monsanto Chemicals' Foden tankers used to deliver chemicals to the plastics and paint and paper manufacturing industries. They are of 2,500-gal. capacity with a discharge rate of 30 min.

Assuming the vehicle averaged 400 miles a week, running costs per mile are estimated as follows:—Fuel 2.56d., lubricants 0.18d., tyres 0.40d., maintenance 1.78d., and depreciation 2.33d.; total 7.25d. The total operating cost would then be 15.31d. per mile or £25 10s. a week.

The corresponding cost for the 31-seater, calculated in a similar manner would be:—Standing costs per week—licences 9s. 9d., wages £10 8s. 9d., rent and rates 14s. 4d., insurance £1 9s., interest £1 18s. 8d.; total £15 0s. 6d. Running costs per mile—fuel 4.60d., lubricants 0.22d., tyres 1.02d., maintenance 2.64d., depreciation 3.53d.; total 12.01d. Still assuming a weekly average of 400 miles, the total operating cost would then be 21.03d. per mile, or £35 1s. per week.

Monobloc Casting for a Flat Four

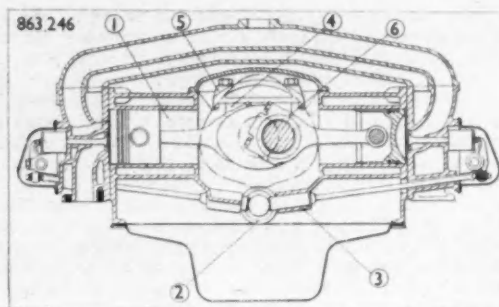
PATENT No. 863,246 discloses a design for a four-cylinder horizontally opposed engine in which the cylinder block is formed as a single casting. The block also includes the housing for the upper halves of the main bearings. (Ford Motor Co., Ltd., 88 Regent Street, London, W.1.)

Referring to the drawing, the casting comprises the four cylinders (1), a camshaft bearing housing (2) and tappet guides (3).

The main bearings are supported by webs, each bearing being held in a slipper

block (4) which is an interference fit in the casting. The block is located axially by a tongue-and-groove fitting. An upper member (5), also an interference fit on its edges, forms an abutment for the bearing block and acts also as a tension strut across the top of the casting.

The connecting-rod joint (6) is inclined to the axis of the connecting-rod to facilitate access to the big-end bolts.

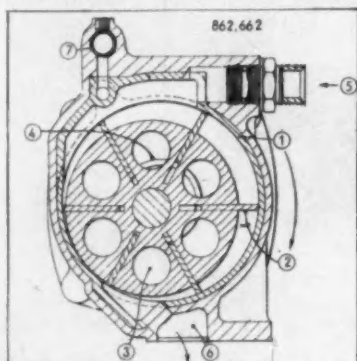


LIGHTWEIGHT EXHAUSTER

AN exhaust unit intended for vacuum-operated brakes forms the subject of patent No. 862,662. Its chief points are said to be light weight and cool running. (Clayton Dewandre Co., Ltd., Titanic Works, Lincoln.)

Referring to the drawing, a light-alloy body is die-cast around a cast-iron liner (1). The eccentric rotor is also die-cast in aluminium alloy and carries sliding fibre vanes (2). Holes (3) are provided for lightness.

Cam rings (4) cause the vanes to move outwards so that the outer edges remain in contact with the liner. The rings are located in end plates which are spring-loaded against the vanes to form a seal.



The driving spindle projects at both ends and is fitted with sealing glands. The suction port is shown at (5) and the exhaust at (6). Positive lubrication is provided via an oil filter (7), the suction ensuring adequate distribution. References are made to an earlier patent numbered 752,064.

DISCONNECTIBLE FOUR-WHEEL DRIVE

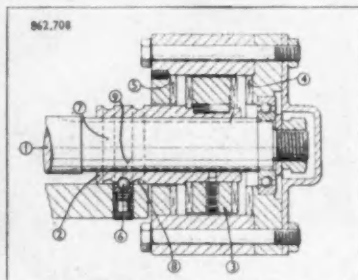
MODIFICATIONS to a four-wheel-drive vehicle form the subject of patent No. 862,708. The invention consists of a means of freeing the front wheels from their half-shafts when not required to drive. (Ribblesdale Motors' Ltd., King's Mill Lane, Settle, Yorks.)

The drawing shows a section of a front

hub. The half-shaft (1) has splined to it a sliding sleeve (2). This carries a double dog-clutch (3) which engages with teeth (4 or 5) when displaced one way or the other.

A spring-loaded ball (6) locates the position of the sleeve through two grooves (7 and 8). These are connected by a helical groove (9) so that when the half-shaft begins to rotate following the engagement of four-wheel drive, the dog-clutch is engaged and a drive established.

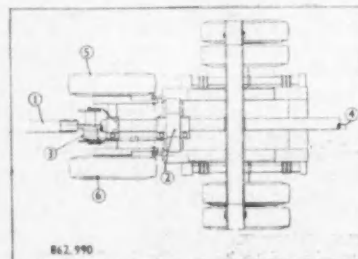
In other applications shown in the specification, the clutch is engaged manually.



SEMI-TRAILER FOR TIMBER

A SEMI-TRAILER for the transport of rough timber is shown in patent No. 862,990. (Societe d'Importation de Bois Exotiques, 21 rue de la Ville l'Eveque, Paris 8.)

The drawing shows the rear bogie of the semi-trailer. The tractor is fitted with S.A.E. fifth-wheel coupling to receive the front end of a tubular member (1). This tube is straight throughout. It



passes through the rear bolster and a clamping member (2), both being part of the bogie assembly. When the clamp is loosened the position of the bogie can be adjusted.

Braking is by compressed air and the hose for this is wound on a spool (3) so that its length can be varied. A running gland connects the spool with the brake pipe. The rear light cables (4) pass through the tube.

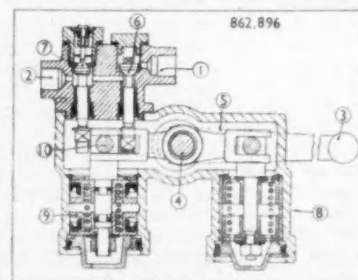
Spare wheels are carried as shown at (5) and (6). They are mounted on a swinging arm to facilitate removal. Their weight is said to help stabilize the trailer when running unladen.

CONSTANT-LEVEL SUSPENSION

A LEVELLING valve for an air-suspension system is shown in patent No. 862,896. (Clayton Dewandre Co., Ltd., Titanic Works, Lincoln.)

The drawing is a section through the valve. The compressed-air supply is fed to the port (1) while the other port (2) leads to the air-spring. The lever (3) is connected to the axle and as it moves an eccentric pin (4) is turned.

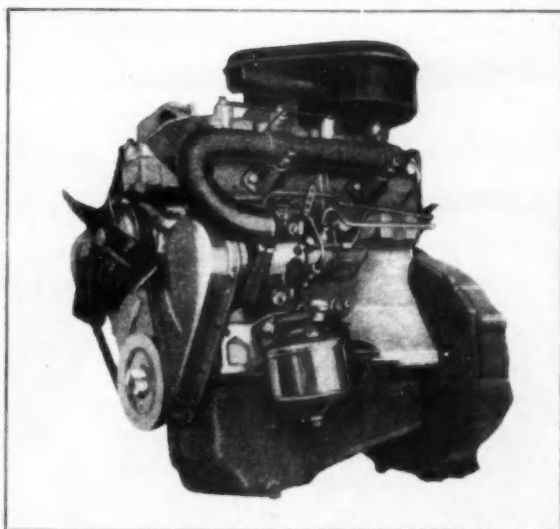
Journalled on this pin is a rocking lever (5), one end of which engages with an inlet valve (6) and an exhaust valve (7).



the right-hand end being held in the spring box (8). The two valves open in opposite directions and when the lever is rocked one or the other is opened depending on the direction of movement.

In operation, gradual changes of load are not resisted by a hydraulic damper (9) and the inlet or exhaust is opened to adjust the pressure in the air spring. But violent changes, such as road shocks, cannot move the damper, and in these circumstances the lever pivots about the pin (10) and the movement is accommodated by the spring box. The spring box also keeps the lever, when at rest, in the mid-position in which both valves are closed.

NOW... FORD *Perkins* FITS FOUR 99



The adoption of the amazing Perkins Four 99 engine in the Thames diesel range, including the van, the 12 seater and the Pick-up, brings diesel economy and reliability to a vast range of users. This compact 1622 c.c. engine develops 42 b.h.p. at 3,600 r.p.m., giving reserves of power for every application and reliability for which Perkins are world famous. Fuel economy is a revelation . . . up to twice the mileage you'd expect from a petrol engine, even on stop-start work. Ford and Perkins . . . a fabulous combination!



... FOR VEHICLE, CAR, AGRICULTURAL,
INDUSTRIAL AND MARINE APPLICATIONS.

PERKINS ENGINES LIMITED · PETERBOROUGH

TELEPHONE: PETERBOROUGH 5341

ATKINSON

TO YOUR OWN REQUIREMENTS

FOR Highways

Whatever the load — there is an Atkinson to carry it — not only that — but more economically than any other comparable make of chassis. Economy of 10% saving on fuel is a proven fact.



AND Byways

ATKINSON build "off the road" vehicles to tackle the most arduous tasks and at the same time giving the operators all the economies and advantages of the normal road vehicle. The range includes 4, 6 and 8-wheel dumpers, tippers and the 'Omega' giant.

ATKINSON VEHICLES LTD.

Winery Lane, Walton-Le-Dale, Nr. Preston, Lancs.

Phone: PRESTON 84284-5-6-7
Telex: 67543

ATKINSON VEHICLES (SCOTLAND) LTD. • CARLISLE ROAD • AIRDRIE

Phone: Office and Night: AIRDRIE 2881.

Service and Spares: AIRDRIE 2882

London Sales and Service: NIGHTINGALE ENGINEERING CO., LTD.

Western Lane, Nightingale Lane, London, S.W.12.

Phone: BATtersea 2193-4-5-6
Telex: 21121

Our Distributors are eager to discuss your transport problems.

Contact them today



CLASSIFIED

THE
**COMMERCIAL
MOTOR**

ADVERTISEMENTS

PRESS DAY. Classified advertisements must normally be received at Head Office by **FIRST POST TUESDAY.** Last minute additions and deletions are accepted by telephone from trade advertisers up to noon. Advertisements received too late for a particular issue are automatically inserted in the succeeding one unless instructions to the contrary are received.

RATES: 11d. per word (Minimum 12 words 11/-). Each paragraph charged separately and name and address must be paid for. Semi-displayed setting 72/6 per single column inch. Centred lines 22/6. Series discounts of 5% for 13, 10% for 26 and 15% for 52 consecutive insertions allowed to trade advertisers.

TERMS: Strictly net and prepayable. Monthly accounts for settlement by the end of the month following insertion are allowed to trade advertisers if satisfactory references are provided.

REMITTANCES: Cheques and postal orders should be crossed and made payable to **TEMPLE PRESS LIMITED** and instructions sent addressed to the Manager, "The Commercial Motor," Bowling Green Lane, London, E.C.1.

THE PROPRIETORS retain the right to refuse or withdraw advertisements at their discretion and are not responsible for clerical or printers' errors, although every care is taken to avoid mistakes.

BOX NUMBERS: Private advertisers desiring to have replies sent care of "The Commercial Motor" may do so on payment of 1/- to cover booking and postage, plus cost of four extra words. Box numbers must not be used for the purpose of circulating and the proprietors do not undertake the distribution of such matter received. To avoid mistakes in forwarding, Box Numbers should be carefully and legibly copied and replies sent to Box CM000 c/o "The Commercial Motor," Bowling Green Lane, London, E.C.1.

HEAD OFFICES: Bowling Green Lane, London, E.C.1, England. Telephone: Terminus 3636. Telegrams: "Pressimus London Telex." Telex: 23839.

BRANCH OFFICES:
Bayliss House, Hurst St., Birmingham, 5. Telephone: Midland 6616.
50 Hertford St., Coventry. Telephone: Coventry 27414.
1, Brazennose St., Manchester. Telephone: Deansgate 6114-8.
12 Renfield St., Glasgow. Telephone: Glasgow Central 1413.

GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.

A.E.C. Matador, unregistered, good working order, new battery, spare wheel and tyre, winch, air brakes, etc., £800. L. W. Vass, Ltd., Amphill, Ampthill 3255-6. 722-821

1948 A.E.C. 4-wheeler, 9.6 engine, 20-ft. platform body, £275. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone: Wednesbury 6470. 910-53

FOR A.E.C. Matadors and 6 x 6s, contact W. F. Holmes, Ltd., 18 Half Moon St., London, W.1. Gro 3524. 910-174

A.E.C. 4 x 4, 6 x 6 Matadors. T. E. Cunliffe, 45 Wellington Rd., Hainsworth, Birmingham, 20. Northern 0832. 910-129

A.E.C., 1947, 12-ft. 6-in. flat body, good tyres, ex C-licence operator, £195. Edgware 2572. 910-219

1953 A.E.C. Mandator tractor unit, 9.6 engine, air brakes, S.A.E. coupling, one owner since new, very well maintained in first-class order.

1956 A.E.C. 8-wheeler tipper, 15-yd. body, double drive, in excellent order.

1949 A.E.C. 4-wheel platform truck, 9.6 engine, in excellent running order. £350. RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 910-354

1950 4-wheel, 9.6 engine, 20-ft. flat, in very good condition, £480.

1956 A.E.C. 8-wheeler chassis and cab, 9.6 engine, double drive, air brakes, 40 x 8 tyres, fitted with 40 x 8 petrol tank, in very good condition, £1,500. 4 Carruthers St., Liverpool, 3. Central 2047. 910-443

MERCURY Mk. II, August, 1957, 21-ft. 6-in. body, exceptionally well maintained, all tyres as new, offers.

COMMERCIAL VEHICLES (SOUTHERN) LTD. C Station Rd., Cullompton, Devon. Phone: Cullompton 3316. 910-498

1948 A.E.C., 9.6 engine, booster box, 20-ft. platform, excellent condition. C. Russell, 155 Millbank St., Northam. Southamton 2650. 910-401

A.E.C. Wanted

A.E.C. Monarch short wheelbase. Full particulars, price. Box CM053, care of "The Commercial Motor." 910-413

ALBION

1954 8-wheel double-drive ALBION H.D. 57 with 25-ft. platform body, Michelin D.20 tyres on rear and 10.00 x 20 on front, engine reconditioned 15,000 miles ago, in exceptionally good condition. CENTRAL GARAGE (UPPINGHAM), LTD., Market Place, Uppingham 3296-7-8. 910-13

BROWNHILLS MOTOR SALES.

LEYLAND, ALBION, SCAMMELL.

EARLY delivery of new ALBION Reiver.

SEE our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTOR SALES.

WATLING STREET (A5), BROWNHILLS, STAFFS.
Phone: Brownhills 2307, 2336 and 2392. 910-97

1958. June, ALBION Reiver 6-wheeler tipping chassis fitted with new Edbro twin-ram gear and double-drop-sided timber body, 20 cu. yd. approx. Leyland engine, double drive, genuine mileage 55,000. This chassis has never been used for tipping work and the whole vehicle is in excellent condition. £1,495. Fredk. Ray, Ltd., Grovebury Rd., Leighton Buzzard. Phone 2192. 910-306

Used Goods Vehicles (contd.)

1956 ALBION Reiver 6-wheeler, double drive, with 23-ft. platform body, very good vehicle, £650.

1956 ALBION Chieftain, articulated unit, Scammell coupling, 2-speed axle, in first-class order, £450. RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 910-345

HERWIN'S for early delivery of Chieftain long-wheelbase vehicles. Herwin, Woolwich 8161. 910-863

ALBION Chieftain chassis-cab CH3AXL, brand new, surplus to requirements. Best offer secures. Wetherby 2197. 910-486

1954 ALBION Chieftain double-deck cattle truck, container body, £585, or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone: Ardwick 3146. 910-477

1957. October, ALBION Chieftain, diesel, 6-speed, overdrive box, 16-ft. 6-in. alloy flat body with wooden bed, one owner only, in very good condition, £500 o.n.o.

COMMERCIAL VEHICLES (SOUTHERN) LTD. C Station Rd., Cullompton, Devon. Phone: Cullompton 3316. 910-499

1955 Reiver long-wheelbase platform, £725.

1956 Chieftain long-wheelbase drop-side, £575.

1955 Chieftain long-wheelbase platform, £425.

JOHN HUDSON, Doncaster Rd., Bowtry, Yorks. Phone: Bowtry 352, 450, 457. 910-527

ATKINSON

THE NIGHTINGALE ENGRG. CO. LTD.

THE LONDON DISTRIBUTORS FOR

ATKINSON.

ALL MODELS. COMPLETE SALES AND SERVICE

AT BALHAM, S.W.12

Bat 2193 (five lines). 722-737

1957 ATKINSON 8-wheeler, 24-ft. platform, 40 x 8 tyre equipment, excellent vehicle, well above average condition.

SCOTTS OF NOTTINGHAM, LTD., Lambourne Drive, Nottingham. Deer Park 221. 910-90

1957 ATKINSON 8-wheeler 24-ft. platform body, with sides, new engine recently fitted.

1954 ATKINSON 8-wheeler double-drive tipper, alloy body, with Gardner 6LW engine, in good order throughout.

CENTRAL GARAGE (UPPINGHAM), LTD. Market Place, Uppingham. Phone: Uppingham 3296-7-8. 910-41

1950 ATKINSON 6-wheeler 21-ft. flat platform lorry, 6LW Gardner engine, 5-speed gearbox, double drive, good all round, 40 x 8 tyres, very good mechanically, only needs seeing. £575.

FREDK. RAY, LTD., Grovebury Rd., Leighton Buzzard. Phone 2192. 910-307

CLASSIFIED ADVERTISEMENTS
INDEX TO HEADINGS

USED GOODS VEHICLES FOR SALE AND WANTED	Page 45
NEW GOODS VEHICLES FOR SALE	" 59
USED PASSENGER VEHICLES FOR SALE AND WANTED	" 63
NEW PASSENGER VEHICLES FOR SALE AND WANTED	" 68
MISCELLANEOUS VEHICLES FOR SALE AND WANTED	" 69
SPARE PARTS AND SUPPLIES	" 71
MISCELLANEOUS ADVERTISEMENTS	" 76

Used Goods Vehicles (contd.)

RYLAND GARAGE, LTD.

MIDLAND DISTRIBUTORS.

LARGE STOCK OF

ATKINSON

8-WHEELER FLATS AND TIPPERS.

TERMS OR EXCHANGES.

RYLAND GARAGE, LTD.

RYLAND STREET,

OFF BROAD STREET,

BIRMINGHAM, 16.

Edgbaston 4501-5. 910-82

1950 ATKINSON 8-wheel tipper, drop-side bulk alloy body, £725. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 910-110

ATKINSON 7-ton short-wheelbase hydraulic tipper, Gardner engine, £295 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone: Ardwick 3146. 910-480

ATKINSON 1958 8-wheeler, 24-ft. drop-side body, very good condition, £1,700. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 910-xC4477

AUSTIN

1953 AUSTIN 5-ton, special insulated van body for provision trade, roller shutter and side door, recently fitted reconditioned engine and gearbox, vehicle is much above average and cannot be faulted, £265.

PHILIP FOSTER, 106 High St., Uxbridge. Phone 34202. 910-173

1959 AUSTIN 15-cwt. Omnitruck, CARMO OF LONDON, Leighton Rd., N.W.3. Gutterer 5555. 910-141

SPECIAL NOTICE

SPECIALIZED MUNICIPAL
TRANSPORT NUMBER

Classified Advertisements for the above issue dated JUNE 2 must reach us not later than first post on **MONDAY MAY 29.**

Telephone instructions can be received up to noon.

All instructions should be addressed to The Manager, Classified Advertisement Department,

"The Commercial Motor,"

Bowling Green Lane, London, E.C.1.

TERminus 3636

Please post your advertisements early.

Used Goods Vehicles (contd.)

MARSTON MOTOR CO. LTD.

SEVEN SISTERS ROAD, TOTTENHAM,
LONDON, N.15.
Phone, Stamford Hill 8000.

MAIN retail dealers for AUSTIN commercial vehicles
and sole distributors for Thornycroft commercial
vehicles for London and Home Counties north of the
Thames.

OFFER FROM STOCK:—

NEW LUTON VANS

FOR

IMMEDIATE DELIVERY.

NEW AUSTIN new-type 30-cwt. diesel 500-cu.-ft. Luton
van, in primer.

NEW AUSTIN 5-ton 1,700-cu.-ft. diesel Luton van.

NEW AUSTIN 3-ton 1,325-cu.-ft. Luton van.

NEW AUSTIN Omnicab in primer.

NEW AUSTIN 3-ton normal-control diesel drop-side
truck. 910-135

AUSTIN 3-ton 304 chassis-cab, new, immediate delivery,
list price.

AUSTIN J4 van, 10-12-cwt., from stock, immediate
delivery, list price.

1959 AUSTIN Omnivan, low mileage, £150.

CHAMBERS ENGINEERING, Western Turville, Ayles-
bury. Stoke Mandeville 2282. 910-249

CAR MART, L. TD.

SIX MONTHS' GUARANTEE
WHERE STATED.

1955 AUSTIN 3-ton B.M.C. diesel normal-control
van, guaranteed, £165.

1953 AUSTIN 3-ton Luton van (approximately
900 cu. ft.), £225.

1960 AUSTIN A35 van, guaranteed, £115.

1960 AUSTIN 2-ton B.M.C. diesel forward control,
FG cab, Luton van, approximately 600 cu. ft.,
1,000 miles, guaranteed, £995.

1958 AUSTIN A50 Martin Walter Uillecon, heater,
guaranteed, £495.

1958 AUSTIN 7-ton B.M.C. diesel long-wheelbase
container body boxvan (approximately 650
cu. ft.), guaranteed, £845.

1959 A152 Omnivan, 20,000 miles, guaranteed, £175.

CAR MART, L. TD.

WELSH HARP,
EDGWARE ROAD, N.W.9.
Hendon 6590. 910-132

1954 AUSTIN Loadstar 5-ton insulated meat van,
hanging rails, hooks, etc., £290.

1956 AUSTIN long-wheelbase tipper, B.M.C. diesel
engine, new tyres, £295.

1955 AUSTIN 5-ton truck, P6 diesel, good condition,
£195. Edgware 2572. 910-207

DAWNIER MOTORS, L. TD.

EWELL BY-PASS, SURREY.
Ewell 2382.

NEW AUSTIN 30-cwt. drop-side truck, immediate
delivery.

NEW AUSTIN 19-cwt. Omnivan, immediate delivery.

1958 AUSTIN 30-cwt. diesel van, £395.

1959 AUSTIN 15-cwt. van, heater, £325.

1957 AUSTIN 15-cwt. van, £235.

1960 AUSTIN 15-cwt. van, £445. 910-186

1956 5-cu.-yd. short-wheelbase tipper (petrol), £275.

1957 4-5-ton normal control long-wheelbase drop-
side truck (diesel), £350.

F. G. BARNES AND SONS, LTD., By-pass Rd.,
Guildford 3335. 910-501

GET THAT COMMERCIAL

FROM

G.T.C. COMMERCIALS, L. TD.

1960 AUSTIN 7-ton long-wheelbase drop-side truck,
12,000 miles only, 9.00 x 20 tyres, 2-speed
axle, as new, £975.

1958 AUSTIN 3-ton long-wheelbase drop-side truck,
normal control, £295.

1956 AUSTIN B.M.C. diesel, 5-ton forward-control
chassis-cab, one owner (large combine), £265.

1956 AUSTIN 3-ton long-wheelbase drop-side truck,
really clean, one owner, £295.

1955 AUSTIN diesel 3-ton long-wheelbase drop-side
truck, £300.

1954 AUSTIN 3-ton long-wheelbase drop-side truck,
one C-licence owner, £140.

28 BOW RD., London, E.3. Advance 5227-3.

(30 Yards from Bow Road Tube Station.) 910-506

1960 7-ton 23-ft. platform.

1957 5-ton forward-control diesel.

VINCENTS OF YEovil, LTD. Phone, Yeovil 2091.
910-389

B46

Used Goods Vehicles (contd.)

BEDFORD

HAMILTON MOTORS (LONDON), L. TD.

THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-
class Quality Tested and other BEDFORDS for
your inspection.

MAKE sure you inspect these before you make your
purchase. A sample of our stock is as follows:—

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

NEW BEDFORDS for immediate delivery.

Used Goods Vehicles (contd.)

CARMO OF LONDON.

BEDFORD TO THE BACKBONE.

IMMEDIATE DELIVERY

NEW BEDFORD 5-ton 151-in.-wheelbase diesel, drop-
side.

NEW BEDFORD 10-12-cwt. and 15-cwt. long- and
short-wheelbase vans.

NEW BEDFORD Workobus.

NEW BEDFORD TK 7-ton 167-in. drop-side, 2-speed
axle, 100.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

Used Goods Vehicles (contd.)

CARMO OF LONDON.

BEDFORD TO THE BACKBONE.

IMMEDIATE DELIVERY

NEW BEDFORD 5-ton 151-in.-wheelbase diesel, drop-
side.

NEW BEDFORD 10-12-cwt. and 15-cwt. long- and
short-wheelbase vans.

NEW BEDFORD Workobus.

NEW BEDFORD TK 7-ton 167-in. drop-side, 2-speed
axle, 100.

NEW BEDFORD 5-ton normal-control 197-in.-wheel-
base chassis-cab, 300 diesel.

Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS, LTD.

MAIN BEDFORD DEALERS.

BEDFORDS ARE OUR BUSINESS.

WE specialize in all types of bodywork, composite or alloy. Favourable delivery, quotations sent on request.

NEW BEDFORDS for immediate delivery.

NEW BEDFORD 1,200-cu.-ft. pantechon, composite body, with rear low-loading well, walk-in tailboard, normal-control diesel chassis, one only, price £1,545; painted to customer's choice of colour.

NEW BEDFORD 4-ton normal-control chassis-cab, diesel.

NEW BEDFORD TK 5-ton 151-in.-wheelbase chassis-cab, diesel.

NEW BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.

NEW BEDFORD TK 7-ton long-wheelbase chassis-cab, diesel.

NEW BEDFORD 7-ton normal-control short-wheelbase tipper, diesel.

NEW BEDFORD 12-ton tractor unit, diesel.

NEW BEDFORD 10-12 and 15-cwt. short- and long-wheelbase vans.

NEW BEDFORD 12-seater conversions, most models available.

1958 BEDFORD 7-ton diesel truck, 2-speed axle, 19-40 body, £275.

PART-EXCHANGES? Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M.

SATURDAYS.

PHONE, BARNET 1066.

186 EAST BARNET ROAD.

NEW BARNET.

320 KING STREET, HAMMERSMITH,

LONDON, W.6.

PHONE, RIVERSIDE 4111.

910-195

1959 BEDFORD tipper, J type, with steel body; choice of two.

CENTRAL GARAGE (UPPINGHAM), LTD., Market Place, Uppingham, 3296-7-8.

1956 BEDFORD 5-ton A-type platform, P6 diesel, painted primer, £450. Arnold 7771.

1956 BEDFORD S-type tractor unit, Scammell hitch, good condition, £445. Arnold 7771.

1950 BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition, £295.

Manfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddeston 4567.

1950 BEDFORD A-type Luton van, 21-ft. long, recently completely overhauled including bodywork, etc., good tyres all round, in exceptional condition. Denver Motors, Ltd., Harrow Rd., E.11. Mar 3381.

1955 BEDFORD 5-ton long-wheelbase, diesel engine, platform body, £295.

PHOENIX MOTORS, LTD., Oxford Rd., Gerrards Cross, Phone, Denham 2176. Gerrards Cross 2545.

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225.

Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0940-8.

1958 BEDFORD, November, 1958, S-type 300 diesel Scammell artic. unit, automatic coupling, immaculate condition, new set of tyres, £550. Phone, Cop 4777 or 4713.

1950 BEDFORD 5-ton 151-in.-wheelbase chassis-cab, diesel.

1950 BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.

1950 BEDFORD TK 7-ton long-wheelbase chassis-cab, diesel.

1950 BEDFORD 7-ton normal-control short-wheelbase tipper, diesel.

1950 BEDFORD 12-ton tractor unit, diesel.

1950 BEDFORD 10-12 and 15-cwt. short- and long-wheelbase vans.

1950 BEDFORD 12-seater conversions, most models available.

1958 BEDFORD 7-ton diesel truck, 2-speed axle, 19-40 body, £275.

PART-EXCHANGES? Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M.

SATURDAYS.

PHONE, BARNET 1066.

186 EAST BARNET ROAD.

NEW BARNET.

320 KING STREET, HAMMERSMITH,

LONDON, W.6.

PHONE, RIVERSIDE 4111.

910-195

PHONE, BARNET 1066.

186 EAST BARNET ROAD.

NEW BARNET.

320 KING STREET, HAMMERSMITH,

LONDON, W.6.

PHONE, RIVERSIDE 4111.

910-195

1959 BEDFORD tipper, J type, with steel body; choice of two.

CENTRAL GARAGE (UPPINGHAM), LTD., Market Place, Uppingham, 3296-7-8.

1956 BEDFORD 5-ton A-type platform, P6 diesel, painted primer, £450. Arnold 7771.

1956 BEDFORD S-type tractor unit, Scammell hitch, good condition, £445. Arnold 7771.

1950 BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition, £295.

Manfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddeston 4567.

1950 BEDFORD A-type Luton van, 21-ft. long, recently completely overhauled including bodywork, etc., good tyres all round, in exceptional condition. Denver Motors, Ltd., Harrow Rd., E.11. Mar 3381.

1955 BEDFORD 5-ton long-wheelbase, diesel engine, platform body, £295.

PHOENIX MOTORS, LTD., Oxford Rd., Gerrards Cross, Phone, Denham 2176. Gerrards Cross 2545.

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225.

Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0940-8.

1958 BEDFORD, November, 1958, S-type 300 diesel Scammell artic. unit, automatic coupling, immaculate condition, new set of tyres, £550. Phone, Cop 4777 or 4713.

1950 BEDFORD 5-ton 151-in.-wheelbase chassis-cab, diesel.

1950 BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.

1950 BEDFORD TK 7-ton long-wheelbase chassis-cab, diesel.

1950 BEDFORD 7-ton normal-control short-wheelbase tipper, diesel.

1950 BEDFORD 12-ton tractor unit, diesel.

1950 BEDFORD 10-12 and 15-cwt. short- and long-wheelbase vans.

1950 BEDFORD 12-seater conversions, most models available.

Used Goods Vehicles (contd.)

GET THAT COMMERCIAL

FROM

G.T.C. COMMERCIALS, LTD.

700 CU.-FT. 1954 BEDFORD diesel 5-ton boxvan, separate cab, alloy body, unladen weight 2-tons 19 cwt., £265.

1960 BEDFORD 7-ton long-wheelbase truck, 18-ft. body, 2-speed axle, £695.

1959 BEDFORD, Leyland engine, 7-ton long-wheelbase tipper, wooden drop-side body, really clean, £725.

1959 BEDFORD diesel 7-ton boxvan, separate cab, 2-speed axle, 900-cu.-ft. capacity, £700.

1956 BEDFORD-SCAMMELL 10-ton diesel tractor unit, £265.

1955 BEDFORD 7-ton short-wheelbase tipper, steel body, a very clean vehicle indeed, £210.

1954 BEDFORD-SCAMMELL 10-ton unit and 22-ft. trailer, £260.

1954 BEDFORD 5-ton long-wheelbase drop-side truck, one owner, £200.

1954 BEDFORD 5-ton short-wheelbase tipper, steel body, a good sound vehicle, that has got a lot of work left in it, £85.

1953 23-FT. Scammell 10-ton trailer and a 22-ft. trailer, £325 per pair.

28 BOW RD., London, E.3. Advance £242-3.

(30 Yards from Bow Road Tube Station.)

910-507

1956 BEDFORD 5-cu.-yd. Anthony steel tipper, P6 diesel engine, choice of four, Robert Deards, Ltd., Ent 1222, ext. 37.

1956 BEDFORD, 1958, 7-ton short-wheelbase tipper, two with Bedford diesel engines, 2-speed axle, one with Leyland engine, £800 each; also Bedford, 1957, 6-ton, Bedford diesel engine, 18-ft. flat platform lorry, clean machine, £250. Cardale Garage, 269 Carlton Rd., Nottingham 52044.

1956 BEDFORD CA vans, wide choice, at a range of prices. Great Western Motors, Shepherds Hill, London Rd., Reading. Phone, Reading 63353.

1956 BEDFORD 5-ton 151-in.-wheelbase chassis-cab, diesel.

1956 BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.

1956 BEDFORD TK 7-ton long-wheelbase chassis-cab, diesel.

1956 BEDFORD 7-ton normal-control short-wheelbase tipper, diesel.

1956 BEDFORD 12-ton tractor unit, diesel.

1956 BEDFORD 10-12 and 15-cwt. short- and long-wheelbase vans.

1956 BEDFORD 12-seater conversions, most models available.

1958 BEDFORD 7-ton diesel truck, 2-speed axle, 19-40 body, £275.

PART-EXCHANGES? Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M.

SATURDAYS.

PHONE, BARNET 1066.

186 EAST BARNET ROAD.

NEW BARNET.

320 KING STREET, HAMMERSMITH,

LONDON, W.6.

PHONE, RIVERSIDE 4111.

910-195

1959 BEDFORD tipper, J type, with steel body; choice of two.

CENTRAL GARAGE (UPPINGHAM), LTD., Market Place, Uppingham, 3296-7-8.

1956 BEDFORD 5-ton A-type platform, P6 diesel, painted primer, £450. Arnold 7771.

1956 BEDFORD S-type tractor unit, Scammell hitch, good condition, £445. Arnold 7771.

1950 BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition, £295.

Manfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddeston 4567.

1950 BEDFORD A-type Luton van, 21-ft. long, recently completely overhauled including bodywork, etc., good tyres all round, in exceptional condition. Denver Motors, Ltd., Harrow Rd., E.11. Mar 3381.

1955 BEDFORD 5-ton long-wheelbase, diesel engine, platform body, £295.

PHOENIX MOTORS, LTD., Oxford Rd., Gerrards Cross, Phone, Denham 2176. Gerrards Cross 2545.

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225.

Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0940-8.

1958 BEDFORD, November, 1958, S-type 300 diesel Scammell artic. unit, automatic coupling, immaculate condition, new set of tyres, £550. Phone, Cop 4777 or 4713.

1950 BEDFORD 5-ton 151-in.-wheelbase chassis-cab, diesel.

1950 BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.

1950 BEDFORD TK 7-ton long-wheelbase chassis-cab, diesel.

1950 BEDFORD 7-ton normal-control short-wheelbase tipper, diesel.

1950 BEDFORD 12-ton tractor unit, diesel.

1950 BEDFORD 10-12 and 15-cwt. short- and long-wheelbase vans.

1950 BEDFORD 12-seater conversions, most models available.

1958 BEDFORD 7-ton diesel truck, 2-speed axle, 19-40 body, £275.

PART-EXCHANGES? Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M.

SATURDAYS.

PHONE, BARNET 1066.

186 EAST BARNET ROAD.

NEW BARNET.

320 KING STREET, HAMMERSMITH,

LONDON, W.6.

PHONE, RIVERSIDE 4111.

910-195

1959 BEDFORD tipper, J type, with steel body; choice of two.

CENTRAL GARAGE (UPPINGHAM), LTD., Market Place, Uppingham, 3296-7-8.

1956 BEDFORD 5-ton A-type platform, P6 diesel, painted primer, £450. Arnold 7771.

1956 BEDFORD S-type tractor unit, Scammell hitch, good condition, £445. Arnold 7771.

1950 BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition, £295.

Manfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddeston 4567.

1950 BEDFORD A-type Luton van, 21-ft. long, recently completely overhauled including bodywork, etc., good tyres all round, in exceptional condition. Denver Motors, Ltd., Harrow Rd., E.11. Mar 3381.

1955 BEDFORD 5-ton long-wheelbase, diesel engine, platform body, £295.

PHOENIX MOTORS, LTD., Oxford Rd., Gerrards Cross, Phone, Denham 2176. Gerrards Cross 2545.

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225.

Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0940-8.

1958 BEDFORD, November, 1958, S-type 300 diesel Scammell artic. unit, automatic coupling, immaculate condition, new set of tyres, £550. Phone, Cop 4777 or 4713.

1950 BEDFORD 5-ton 151-in.-wheelbase chassis-cab, diesel.

1950 BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.

1950 BEDFORD TK 7-ton long-wheelbase chassis-cab, diesel.

Used Goods Vehicles (contd.)

1957 COMMER Express delivery van, blue, excellent condition, £275.

PHOENIX MOTORS, LTD., Oxford Rd., Gerrards Cross, Phone, Denham 2176. Gerrards Cross 2545.

1957 COMMER T31, 1957, with Boys third axle, 22-ft. platform body, £1,700.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

1957 COMMER T31, 1958, with Boys third axle, 17-ft. alloy tipping body, Lubro gear and 2-speed axle.

CENTRAL GARAGE, Barnsey Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8.

Used Goods Vehicles (contd.)

E.R.F. Wanted

WANTED. 1955 onwards Twin Steer 20-ft. drop-side.
T. Smithwaite, Ltd., Northallerton. 910-496

FODEN

1959 FODEN 12-speed 8-wheel 2-stroke double-drive, 24-ft. alloy platform. Harrison, Frosterley, Co. Durham. Phone, Wolsingham 294. 910-4351

TWO 1948 FODEN 18-ft. flat bodies, good tyres, 4LW, C-licence operated, flat front cabs, smart condition. Edgware 2572. 910-209

FODEN DG 6-wheeler, 6LW engine, double drive, 24-ft. flat, 40 x 8 tyres, 3375. 910-488

WEST TOWN DIESELS, Broad Street Garage, Dewsbury 3504. 910-488

1952 FODEN 8-wheeler double-drive chassis-cab, two-stroke engine, recently overhauled, also two new differentials fitted, used only by C-licence operator, perfect condition, £500. Apply Knights Bros., Fenstanton, Hunts, Phone, St. Ives 3325. 910-412

FODEN November, 1955 8-wheel tipper, 6LW Gardner engine, double drive, wood body, twin underbody gear, 9,000 x 20 tyres, £1,250. Also choice of two 6-wheel Fodens, £300 each. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 910-4477

1953 8-wheel, 6LW, 40 x 8 tyres, double drive, 24-ft. flat, in very good condition, £700. 4 Carruthers St., Liverpool, 3. Central 2047. 910-444

FORD THAMES AND FORDSON

1958 Thames Trader 5-ton drop-side lorry, £495. A CORN MOTORS, LTD., 24 Cross Rd., Hanworth, Middles. Phone, Feltham 5888. 910-176

ONE 5-ton 6D long-wheelbase truck, 1959, good condition. 910-412

1958 5-ton Trader, 4-cylinder diesel, very good condition. 910-412

1959 Thames Trader 6D 6-cu.-yd. Anthony drop-side on 9,000 x 20, immaculate vehicle. 910-166

COMBS SERVICE STATION (FORD Main Dealers), By-pass Rd. Guildford 62962. 910-166

1959 Thames Trader 7-ton, Anthony hoist tipper gear, choice of two, guaranteed, £775. Arnold 7771. 910-155

VICTORIA MOTOR CO. (BRISTOL), LTD., MAIN FORD DEALERS, TEMPLE GATE, BRISTOL, 1, Phone, Bristol 29422 (18 lines). "BEST IN THE WEST."

COMPLETE RANGE OF LIGHT OR HEAVY COMMERCIAL THAMES TRADERS FROM STOCK. IMMEDIATE DELIVERY.

GOOD USED COMMERCIALS.

THAMES Trader, 1959 (June), 7-ton 138-in. wheelbase, Telchoist tipping gear, 13-ft. 6-in. wooden body, 2875. 910-77

1959 6D Trader short-wheelbase tipper, £475. 910-77

1959 6D Trader medium-wheelbase tipper, £450. 910-113

LANGLEY MILL COMMERCIAL VEHICLES, LTD., Langley Mill 2623, Notts. 910-113

1959, December, 7-ton Trader, 17-ft. platform body, 9,000 x 20 tyres, power-assisted steering, one owner, 40,000 miles only, excellent condition, £795. 910-80

VINCENT GREENHOUSE (HEREFORD), LTD., Lyde Motor Works, Hereford. Phone 2347. 910-80

1958 5-ton 6D drop-side tipper, 2-speed axle. 910-80

1957 FORD Trader 5-ton 6D drop-side tipper, 2-speed axle. 910-80

CARMO, of London, Leighton Rd., London, N.W.5, Gulliver 5555. 910-139

GORDON KING MOTORS, LTD., FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex-works, for early delivery, £1,220. 910-285

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, immediate delivery from stock, £1,245. 910-285

1959 THAMES Trader 7-ton 7-cu.-yd. tipper, Anthony gear, 695. 910-285

MITCHAM LANE, S.W.16. Streatham 3133-4. 910-285

1959 7-ton Trader 138-in. wheelbase 13-ft. drop-side wood tipper, new engine, done two weeks work, R. Justice, Winter Closes, Underwood, Notts. Phone, Langley Mill 3182. 910-87

1956 FORD 4D drop-side truck, in very nice condition, £295. Hamblin's Garage, Rectory Rd., Rushden, Northants. Phone, Rushden 3211. 910-83

1958 Trader 6-yd. tipper, 6D diesel, really nice condition, £550. 910-83

1958 Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £456. 910-83

1948 FORD Trader long-wheelbase truck with added slatted high sides, 30,000 miles only, one owner, excellent tyres, very clean, taxed December 31, 1961, 6825. 2572. 910-212

1959 60 FORD 5-cwt. Thames van, excellent condition, £245. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 910-277

TRADER, late 1960, Hydovac brakes, 6-wheel County 23-ft. body, 27,000 miles, exceptional vehicle, £1,250. 910-277

TRADER Luton body, 850 will fit 138-in. wheelbase chassis, this body is virtually as new, £135. Phone, Cop 4777 or 4713. 910-268

Used Goods Vehicles (contd.)

HUNTER VEHICLES, LTD., CROWN WORKS, 290 SOUTHBURY ROAD, ENFIELD.

1956 Thames chassis-cab, 157-in. wheelbase on 7.00 x 20 10-ply tyres, one owner, excellent condition, choice of several. 910-269

1956 Thames truck, 3-ton D.D., hard wood floor, loading board, single colour, one owner, excellent condition, £275. 910-269

1956 Thames boxvan, 525 cu. ft., two-way loader, excellent condition throughout, one owner. 910-269

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184.

910-192

TRADER late 1958 4-ton 4D, 1,100 cu. ft., walk-in, tail-board, £325. Cop 4777 or 4713. 910-269

1957, November, 4-ton Trader Luton, 1,200 cu. ft., new 4D engine, excellent vehicle, £650. 910-269

1957, November, 3-ton Trader truck, red, highly recommended, low mileage, £450. 910-269

1956 Thames 4D 2-ton van, excellent mechanically, £150. 910-269

STEVENSON'S (AUTOMOBILE), SALES, LTD., Station Approach and King St., Maidenhead, Berks. Phone, Maidenhead 1111 and 3111. 910-279

W. HAROLD PERRY, LTD., MAIN FORD DEALERS, FINCHLEY.

1959 Thames 15-cwt. van, £345. 910-358

1960 15-cwt. van, side loading door, low mileage, £395. 910-358

1959 Trader 7-ton 6D platform truck, £850. 910-358

1959 Trader 7-ton 6D 20-ft. platform truck, £875. 910-358

1959 Trader 7-ton 6D drop-side truck, £925. 910-358

1960 Trader 5-ton 6D, 800-cu.-ft. boxvan body, rear and side loading, £895. 910-358

1959 Trader 7-ton 6D 7-cu.-yd. Anthony drop-side metal-body tipper, £895. 910-358

GOOD selection of Thames and Bedford light vans and 12-seaters, hire-purchase facilities available. 910-358

297 BALLARDS LANE, North Finchley. 910-358

HILLSIDE 8888.

910-358

1960 Trader 7-ton 6D diesel long-wheelbase drop-side truck, £685. 910-358

1960 Trader 5-ton 6D diesel long-wheelbase drop-side truck, £615. 910-358

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey, Ewell 2382. 910-185

1961 Unused Trader, customer unable to take delivery, 7-ton diesel 11-ft. 6-in. wheelbase twin-ram tipper, flashers, heater, twin seats, available May-June, £1,400. 910-405

WILL SHORR, LTD., 2-4 St. Cross Rd., Winchester. Phone 2398-9. 910-405

LAMBERTS OF KINGSTON, LTD., MAIN FORD DISTRIBUTORS.

TRADER 1959 6-cu.-yd. tipper, fully reconditioned with new steel body and tipping gear, £995. 910-369

140-A LONDON RD., Kingston-upon-Thames, Surrey, Phone, Kingston 7700 (20 lines) or Molesey 4949 after 7 p.m. 910-369

1959 THAMES Trader 4D 4-ton 152-in. wheelbase with 60-in. Balco extension, fitted 1,650-cu.-ft. Luton van body, £825. John J. Dunster and Son, Ltd., Grove Crescent Rd., E.15. Maryland 4744. 912-6062

1952-3 FORD Thames 2-3-ton drop-side truck, petrol 4-cylinder engine, just fitted set of brand new tyres all round, mechanically and otherwise in 1960 condition, £145. Le Mans Garage, 1, 3 and 5 Lewisham Rd., Lewisham, S.E.13. Tideway 2880. 910-SC4578

GET THAT COMMERCIAL FROM G.T.C. COMMERCIALS, LTD.

1,700 CU.-FT. 1958 Trader diesel Luton van, separate cab, first-class body, one C-licence owner, £750. 910-285

1,250 CU.-FT. 1959 FORD 4D diesel Luton van, separate cab, 25,000 miles only, a very clean vehicle indeed, £750. 910-285

1,200 CU.-FT. 1955 FORD 4D diesel Luton van, separate cab, low loading well, walk-in (tail-board), C-licence owner, £400. 910-285

800 CU.-FT. 1957 FORD 4D diesel boxvan, first-class body, one owner, £340. 910-285

600 CU.-FT. 1956 FORD 30-cwt. Luton van, low loader, £225. 910-285

1960 Thames Trader artic. unit, 25-ft. B.T.C. 4-in. line trailer, 14,000 miles only, £1,200. 910-285

1960 Trader tippers, 7-yd. steel drop-side bodies on 9,000 x 20 tyres, 21,000 miles, £775. 910-285

1960 Thames Trader 7-ton long-wheelbase truck, 28,000 miles only, 18-ft. body, superb condition, £750. 910-285

1959 Trader diesel 7-ton long-wheelbase truck, 18-ft. platform body, 9,000 x 20 tyres, £495. 910-285

1959 Thames Trader diesel artic. unit, Scammell coupling, 32,000 miles, £675. 25-ft. 12-ton trailer to couple up to this can be supplied if required. 910-285

1957 FORD 4D diesel, 5-ton short-wheelbase tipper, steel body, £235. 910-285

25-FT. HANDIS 12-ton platform trailer, in outstanding condition, having done 15,000 miles only, fifth wheel coupling, £75. 910-285

28 BOW RD., London, E.3. Advance 5242-3. (30 yd from Bow Rd. Tube Station.) 910-1111

Used Goods Vehicles (contd.)

1959 Thames Trader 7-ton tippers, choice of four. 910-3344

1959 Thames Trader 5-ton tippers, choice of three. 910-3344

1959 7-ton Thames Trader truck. 910-3344

1958 7-ton chassis-cab. 910-3344

NORMAN REEVES (MOTORS), LTD., 215-218 HIGH STREET, UNBRIDGE, MIDDLESEX. Uxbridge 33444. 910-432

1958 THAMES Trader 5-ton 4D drop-side truck £450. 910-432

1957 THAMES Trader 5-ton 6D platform £500. 910-432

1958 THAMES Trader 7-ton long-wheelbase platform, £720. 910-432

1958 THAMES Trader 3-ton 4D Luton, 900 cu. ft. £700. 910-432

1959 THAMES Trader 6D artic. unit, Brockhouse automatic, Eaton 2-speed axle, heater, £900. 910-432

1959 THAMES Trader 6D artic. unit, Brockhouse automatic, heater, £775. 910-432

1960 THAMES Trader 6D 8 x 4 platform, power steering and air brakes, £1,950. 910-432

1957 THAMES Trader 5-ton 4D drop-side truck, £400. 910-432

1958 THAMES Trader 7-ton 6D drop-side truck, £650. 910-432

1958 THAMES Trader 5-ton 6D 6-cu.-yd. Anthony tipper, overhauled and painted, £250. 910-432

1954 THAMES 4D 650-cu.-ft. Luton, £230. 910-432

1956 THAMES 4D 1,100-cu.-ft. Luton, recent engine overhaul, £450. 910-432

1959 THAMES 15-cwt. van, £325. 910-432

FRANK G. GATES, LTD., Gates Corner, E.18. Wanstead 6633. 910-241

1955 3-ton FORD van, £65. Greenwich 5708. 910-330

1960 FORD Trader 6D 7-ton. Anthony hoist steel drop-side body, £850. 910-330

1960, October, FORD Trader 7-ton long-wheelbase double-drop-side tipper, ex finance company, offers required. 910-330

1956 FORD 4D 4-ton short-wheelbase hydraulic tipper, £250, or terms arranged. 910-330

1954 FORD 4D 3-ton drop-side truck, £250. 910-330

HENRY EATON LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 910-479

1955 FORD 30-cwt. integral van, petrol Costcutter engine, single rears, new tyres, immaculate condition, repainted and as new, £265. Le Mans Garage, Ltd., 1, 3 and 5 Lewisham Rd., Lewisham, S.E.13. Tideway 2880. 910-XB4478

NEW Trader 75, 18-ft. alloy platform. 910-378

1960 6D Trader Primrose 6-wheeler chassis cab, £800. 910-378

1960 6D Trader tractor unit, S.A.E. pin, £775. 910-378

1959 6D Trader 7-ton 17-ft. drop-siders, choice of two, £545. 910-378

1956 4D Trader 16-ft. drop-side, 25 m.p.g., £285. 910-378

1952 E.T. 16-ft. steel drop-side, reconditioned P.6. 165. 910-378

Lowest H.P. exchanges. Open Sunday mornings. JOHN JORDAN, official FORD retailers, Manor Garage, Great North Rd., Sandy, Beds. Phone 271. 910-378

Ford Thames and Fordson Wanted

USED Thames 4D trucks and Lutons, 1957-60. Ferraris of Cricklewood, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gladstone 2234-5-6-7. 910-135

WANTED, FORD 4D vans and Perkins, all capacities, from 1955 onwards. Chynners Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 910-298

GUY

GUY Otter, 1951, fitted 4LW Gardner engine, Eaton 2-speed axle had new platform body fitted, cabin damaged, offers over £180. V. J. Emsley, North Park Rd., Garage, Harrogate. Phone 4356. 910-28

GUY 1960 Invincible 8-wheeler, Gardner LX engine, power steering, air brakes, double drive, 20,000 miles only, immaculate vehicle, £2,250. Phone, Cop 4777 or 4713. 910-267

GUY Invincible 8-wheeler, £1,000 under list. Box CM0825, care of "The Commercial Motor." 910-114

GUY Invincible 4-wheeler 11-ft. 6-in. wheelbase chassis and cab, Gardner 6LW engine, p.t.o. unit, for immediate delivery. R.T.S. (Hackney), Ltd., 21-27 Arbutus St., E.8. Clissold 5926. 910-338

1959 GUY Waneor tractor unit, Leyland engine, fifth wheel coupling, 25-ft. Primrose semi-trailer. 910-393

OSWALD TILLOTSON, LTD., Summit Works, Burnley. Phone 2201-4. 910-393

KARRIER

Karrier Wanted

WANTED, KARRIER-COMMER Gamecock, 3-4-ton chassis with double cab (municipal type), diesel engine. William Oldham and Sons, Ltd., 44 Parliament St., Dukinfield, Cheshire. 912-6068

LAND ROVER

GOOD selection of used LAND ROVERS always in stock. COOKS COMMERCIALS (GUILDFORD), LTD., 6 Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 910-427

LEYLAND

1956 LEYLAND Octopus chassis and cab, air brakes, excellent condition and tyres. 910-4390

BRAMWELL, PRESTON AND CO., LTD., Phoenix St., Bury. Phone 4523 and 3900. 910-4390

LEYLAND Cometa, 1950-51, alloy bodies, C. licence, one owner, ready for work, £235. Mac 8693. Park Builders Supply, 383-385 Battersea Park Rd., London, S.W.11. 910-27

Used Goods Vehicles (contd.)

BROWNHILLS MOTOR SALES.
LEYLAND, ALBION, SCAMMELL
AUTHORIZED DEALERS.

EARLY delivery of new LEYLAND Comets and Super Comets.
SEE our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTOR SALES.

WATLING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392. 910-96

1951 LEYLAND Octopus 8-wheeler, 600 engine, double drive, good mechanical condition, £450. Cox's Motors (Hill Top), 127 Hill Top, West Bromwich, Phone, Wednesbury 0470. 910-54

1960 LEYLAND 8-wheeler, 22-ft. bulk steel tipping body, 9.00 x 20 tyres, £1,000. R. Justice, Winter Close, Underwood, Notts. Phone, Langley Mill 3182. 910-88

1955 LEYLAND Comet forward-control platform truck, good condition, £550.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. (Near Angel), Clerkenwell 7450. 910-182

1952 LEYLAND Octopus 8-wheeler, 24-ft. drop-side, excellent condition, £950. Upminster 5350. 910-145

LEYLAND Comet tractor unit, very good tyres, clean, smart vehicle, August, 1949, £225. Edgware 2572. 910-211

1952 LEYLAND Octopus 25-ft. platform, double-drive axle, excellent condition, well tyred, £825. Fox and Sons, 169 Balaam St., London, E.13. Gra 1165. 910-517

MAUDSLAY

MAUDSLAY 8-wheeler, 9.6 A.E.C. engine.

JACKERBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 910-200

MORRIS AND MORRIS-COMMERCIAL

E.W.D. 4 x 4 tractors with winch, from £100 each. Cundy and Stewart, Ltd., Alfreton, Derbyshire. 910-402

1959 (Late) MORRIS J2 15-cwt van, in very good condition, unwritten, one owner, £150.

ADLARDS MOTORS, LTD., Main Ford Dealers, 43-45 Acre Lane, Brixton, S.W.2. Bri 6431; and 53 South Side, Clapham Common, S.W.4. Mac 5495. 911-6049

PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penrhyn Rd., Kingston 5618. 910-204

1958 MORRIS 30-cwt. diesels, extended chassis, 14-ft. truck bodies, high side ladders, platform over cab, reconditioned engines, good tyres, choice of two, £1,445 each. Haslemere Motor Co., Ltd., Woodbridge Rd., Guildford. Phone 69231. 910-419

RENAULT

GORDON KING MOTORS, LTD.

SOUTH LONDON RENAULT DISTRIBUTORS.

NEW RENAULT Estafette 10-12-cwt. vans, high-roof models, standard body (available with side-loading doors), pick-up with tilt, also 8-seater passenger vehicle; available for early delivery. Demonstration vehicles available now.

MITCHAM LANE, S.W.16. Streatham 3133-4. 910-286

SCAMMELL

PARADISE MOTORS, Geldard Rd., Birstall, Yorkshire. Phone, Morley 1029. 20-ton SCAMMELLS and 25-ton low-loader trailers, new cab and latest-type bonnets and wings. 222-830

SCAMMELL tank transporter unit, Scammell 20-ton tractor, ex-M.O.S., fully reconditioned. W. F. Holmer, Ltd., 18 Half Moon St., London, W.1. Gro 3524. 910-175

SEDDON

1955 SEDDON 6-ton, platform body, P6 engine, 8.25 x 20 tyres, in very good running order, £295.

VINCENT GREENHOUS (HEREFORD), LTD., Lyde Motor Works, Hereford. Phone 2347. 910-81

1956 SEDDON Mk. 5L, 16-ft. 6-in. drop-side truck with canvas tilt, unladen weight 3 tons 4 cwt., £450. Cottee and Edwards, Nottingham 46674. 910-61

1955 SEDDON 7-ton platform truck, diesel, 18-ft. body, £350. Barnet 1066, 9 a.m. to 6 p.m. 910-194

1953 7-ton SEDDON with Edbro tipper and P6 engine, 15-ft. flat, £250. F. Berry, George St., Darwen. Phone 1723. 910-489

1958 SEDDON 6-ton long-wheelbase drop-side truck, very clean, one owner, £685.

1952 SEDDON 3-ton P4 platform lorry, £250.

1949-54 SEDDON 6-ton P6 long-wheelbase flats, from £125, or terms.

HENRY EATON, LTD., 107 Palmerston Rd., Ancoats, Manchester. Phone, Ardwick 3146. 910-474

Used Goods Vehicles (contd.)

SENTINEL

SENTINEL 7-ton long-wheelbase platform lorry, reasonable price and part-exchange arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 910-476

1954 SENTINEL diesel 10-ton light 6-wheeler platform truck, Boys trailing axle, almost new tyres all round, 900 x 20, engine completely reconditioned four months back at cost of £285, new batteries just fitted still under guarantee, excellent condition throughout, £475. Le Mans Garage, Ltd., 1, 3 and 5 Lewisham Rd., Lewisham, S.E.13. Tideway 2880. 910-84478

1950 SENTINEL 7-ton diesel, 18-ft. platform, replacement engine, not yet run in, excellent, £335.

REGENT GARAGE, High St., Potters Bar. Phone 2139, 9810. 910-410

THORNYCROFT

THORNYCROFT 6-ton diesel van, integral cab with partition, registered 1954, fully lined inside, good tyres all round, whole of vehicle in exceptional condition, £301. General Motor Body Repairs (Birmingham), Ltd., 508 Bordesley Green, Birmingham, 9. Victoria 1720. 910-84381

MARSTON MOTOR CO., LTD.

SEVEN SISTERS ROAD, TOTTENHAM, LONDON, N.15.

Phone, Stamford Hill 8000.

SOLE distributors for THORNYCROFT commercial vehicles for London and Home Counties north of the Thames.

WE can offer advantageous delivery of all THORNYCROFT models.

FOR IMMEDIATE DELIVERY.

NEW long-wheelbase Mastiff 14-ton G.V.W. 4-wheel chassis-cab. 910-33

E.W.D. 4 x 4 trucks, good selection. Cundy and Stewart, Ltd., Alfreton, Derbyshire. 910-803

1955, December, THORNYCROFT Sturdy Star box-van, very clean, good tyres, ex-private firm, £525, or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 910-476

TROJAN

1955 TROJAN diesel van, Perkins P3, very good condition, £115. Greenwich 5708. 910-329

TROJAN 30-cwt. van, 1960, for sale, 10,000 miles only. Offers invited. Apply Cleveland Product Co., Ltd., Cargo Fleet Rd., Middlesbrough. Phone, Middlesbrough 44225. 910-386

UNCLASSIFIED

PHOENIX MOTOR CO. (SURREY), LTD.

VAN AND TRUCK SPECIALISTS.

Commer E.D.V., Austin and Bedford vans, regularly available ex contract, lightly used, late models, regularly maintained, all well above-average condition, from £165. Generous H.P. terms and exchange prices. Early delivery on all new Commer and Carrier models. Extensive specialized coachwork, service and parts departments.

HIGH STREET, SUTTON, SURREY.

Phone, Vic 0161. P.B. Ex. (20 min. Victoria—rail or road.) 222-674

THOMAS S. WHITNEY AND CO., LTD.

MAIN FORD DEALERS.

279-283 SCOTLAND ROAD, LIVERPOOL, 5.

Phone, North 3191 (10 lines).

1957 B.M.C. 7-ton long-wheelbase, diesel engine, power steering, 2-speed axle, drop-side truck, £600.

1957 BEDFORD 7-ton long-wheelbase 300 diesel platform truck, 2-speed axle, £600.

1957 B.M.C. diesel artic. unit, fifth-wheel coupling, 2-speed axle trailer available if required, £100.

1956 LEYLAND Comet 7-ton long-wheelbase diesel tipper, alloy drop-side, 2-speed axle, 5-speed gearbox, £775.

1955 BEDFORD 7-ton diesel long-wheelbase tipper, high-side coal body, £400.

1955, November, BEDFORD 7-ton diesel platform, alloy body, laminar springs, £375.

1954 AUSTIN 1-ton (petrol) van, fitted for glass carrying, £100.

NEW Thames Traders for immediate delivery, 7-ton, 5-ton and articulated chassis-cabs and 108-in. x 138-in. 6-, 7-, 8-cu.-yd. tippers. 910-340

SHUKERS OF SHEFFIELD, LTD.

55-60 BROAD STREET, SHEFFIELD.

Phone 20311.

OFFER:—

1954 BEDFORD normal-control 5-ton long-wheelbase diesel tipper, wooden double-drop-side body with Pilot twin-ram tipping gear, Eaton 2-speed axle, one owner, ready for immediate work, £300.

BEDFORD 5-ton tipper (petrol), ex-W.D., registered 1959, taxed, ready for work, £85.

CASH buyers for good used commercial vehicles. 910-482

Used Goods Vehicles (contd.)

GARLICK, BURRELL AND EDWARDS, LTD.

188 REGENT ROAD, LIVERPOOL, 20.

BEDFORD. BEDFORD. BEDFORD.

WE OFFER THIS WEEK FOR IMMEDIATE

DELIVERY, THE FOLLOWING

TRAILER:—

ONE new York 10YA tipping trailer, fitted with Scammell attachment, 9.00 x 20 tyres, large-capacity twin-ram Spennborough tipping gear, all-metal tipping body, 16 ft. long with scow end (or could be converted to swinging tailboard).

WE should be interested in taking a trailer in part-exchange against this.

FOR IMMEDIATE DELIVERY.

ONE new BEDFORD TK York 6-wheeler, Leyland 350 engine, 5-speed gearbox, 9.00 x 20 tyre equipment.

ONE new BEDFORD TK 151-in.-wheelbase twin-ram tipper, 14-ft. 6-in. all-wooden body, double-drop-sides, swinging tailboard, 2-ft. 6-in. sides, Edbro 4LNx tipping gear, 9.00 x 20 12-ply tyres, 3-piece wheels, double passenger seat.

ONE new BEDFORD TK 120-in.-wheelbase Autolift tipper, underfloor gear, standard steel body, 9.00 tyres.

WE OFFER IN ADDITION TO THE ABOVE, THE FOLLOWING

QUALITY USED VEHICLES.

1958 BEDFORD, 300 cu. in. diesel engine, Boys 6-wheel platform truck, double floor, 9.00 x 20 14-ply tyres, painted red, and in excellent condition.

1957 BEDFORD, Comet engine, long-wheelbase Boys 6-wheeler, 9.00 x 20 12-ply tyres, in excellent condition throughout.

TIPPERS.

1955 DODGE short-wheelbase tipper, P6 diesel engine, 5-speed gearbox, 2-speed axle, good tyre equipment.

BEDFORD O-type long-wheelbase tipper, single-ram gear, 12-ft. 6-in. body, fair condition, cheap.

1955 BEDFORD 7-ton short-wheelbase, U-shaped all-metal bodied tipper, fitted B.M.C. diesel engine and gearbox, £175.

1959 BEDFORD 5-ton normal-control single-ram tipper, wooden fixed-sided body, 21N Edbro tipping gear, low mileage, in excellent condition.

AVAILABLE WITHIN 7 DAYS.

1958 Spotless BEDFORD 5-ton long-wheelbase tipper, 12-ft. 6-in. body, single-ram gear.

1955 BEDFORD R6 long-wheelbase twin-ram tipper 9.00 tyres.

AVAILABLE WITHIN 10 DAYS.

1958 BEDFORD 7-ton 300-cu.-in. diesel long-wheelbase twin ram tipper.

TRUCKS.

1958 BEDFORD long-wheelbase platform truck, fitted with new 15-ft. body, high-loading board, low mileage, first-class condition, quality tested.

1953 BEDFORD A-type platform trucks, choice of two.

1956 BEDFORD A 4-ton petrol long-wheelbase truck with extended chassis and canopy platform over cab, body length 18 ft.

1960 FORD Trader 6D 7-ton platform truck; this vehicle is literally as new, spare wheel unused, low mileage, with fitted Balco extension and extended platform body, approximately 22 ft. for sale at considerable saving on new price.

1957 BEDFORD 7-ton long-wheelbase flat, fitted Leyland diesel engine, one owner.

1955 BEDFORD 7-ton long-wheelbase platform truck, diesel engine, good tyre equipment, cheap.

1951 ALBION Chieftain 17-ft. 6-in. flat.

1953 As above.

1959 BEDFORD 7-ton 300-cu.-in. diesel platform truck, standard body.

1958 BEDFORD 7-ton long-wheelbase platform truck, Bedford O-type with insulated meal container body, £195.

1952 BEDFORD O-type long-wheelbase platform truck, £125.

1953 SEDDON P6 5-speed box, long-wheelbase platform truck.

1953 MORRIS 25-cwt. petrol platform truck with canopy roof, high front and rear loading boards, in 1958 condition.

WE ALWAYS HAVE A LARGE STOCK OF VANS, CONVERSIONS AND PICK-UPS AVAILABLE AT ALL PRICES.

PART-EXCHANGES ACCEPTED, DEMONSTRATIONS AT YOUR PREMISES, DISTANCE NO OBJECT, AT ANY TIME TO SUIT YOUR OWN CONVENIENCE.

GARLICK, BURRELL AND EDWARDS, LTD.

188 REGENT ROAD, LIVERPOOL, 20.

Phone, Bootle 4343. 910-515

WOODYATT MOTORS, LTD.

THE BEDFORD MAIN DEALERS.

THE BEDFORD CENTRE.

SOUTHEND-ON-SEA.

Phone 4334.

1957 BEDFORD 7-ton 300 in. diesel drop-side truck, 6650.

1956 DODGE 1,200-cu.-ft. alloy Luton van, 5-ton diesel, £525. 910-159

Used Goods Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.

OUR REPUTATION IS YOUR GUARANTEE.

SELECTION OF OUR RANGE OF USED VEHICLES.

SALES DEPARTMENTS OPEN UNTIL 5 p.m. SATURDAYS.

VANS.

SELECTION of used BEDFORD 10-12-cwt. and 15-cwt. vans and personnel carriers, many types.

TRUCKS.

- 1960 BEDFORD 4-ton 14-ft. double-drop-side wooden, 7.50 x 16 tyres.
- 1959 BEDFORD 4-ton normal control 14-ft. double drop-side, wooden.
- 1958 BEDFORD 7-ton long-wheelbase platform, 300 diesel, 9.00 x 20 tyres (at Cardiff).
- 1957 BEDFORD diesel 6-ton forward-control with 16-ft. double drop-side body.
- 1956 COMMERCIAL 4-ton Superpoise drop-side, petrol (at Cardiff).
- 1955 FORD Thames 4D 5-ton platform.
- 1955 BEDFORD diesel 7-ton forward-control with 16-ft. double-drop-side body.
- 1955 E.R.F., 4LW engine, 16-ft. wooden platform, 9.00 x 20 tyres.
- 1953 BEDFORD A2C 25-cwt. drop-side truck.
- 1953 LEYLAND Comet platform vehicle, 17-ft. 6-in. body, choice of two (at Cardiff).
- 1953 LEYLAND Comet, 9.00 x 20 tyres, 18-ft. alloy platform, very clean.

TIPPERS.

- 1958 BEDFORD diesel 6-ton normal-control tipper.
- 1953 BEDFORD 8-ft. drop-side 3-cu.-yd., 6.50 x 20 tyres.

LUTONS.

- 1957 AUSTIN 3-ton diesel, 750-cu.-ft. Luton.
- 1957 FORD 4-ton 1,000-cu.-ft. Luton.
- 1954 LEYLAND Beaver fitted with aluminium box-van, very clean condition.
- 1953 BEDFORD diesel 5-ton normal-control with 840-cu.-ft. box body.
- 1953 IMMEDIATE delivery new BEDFORD diesel 4-ton 1,200-cu.-ft. Luton body.

ARTICS.

- 1959 BEDFORD 10-ton tractor unit with 23-ft. 10-ton Scammell trailer.
- 1957 ALBION Chieftain 10-ton tractor with 23-ft. 10-ton wooden trailer.
- 1952 BEDFORD tractor unit with 8-ton 20-ft. double-drive wooden trailer.

HEAVY VEHICLES.

- 1955-56 LEYLAND Octopus 8-wheeler platform.
- 1957 ATKINSON 8-wheeler, 11.3 A.E.C. engine and gearbox, 24-ft. drop-side.

COMPREHENSIVE RANGE OF NEW BEDFORDS ALWAYS IN STOCK.

HIGH ROAD, FONDERS END, ENFIELD, MDDX. Howard 1266.

NEWPORT ROAD, CARDIFF. Cardiff 28734.

CORNARD ROAD, SUDBURY, SUFFOLK. Sudbury 2301.

ARLINGTON MOTOR CO., LTD.

910-334

USED UNITS.

- 1953 MAUDSLAY 8-wheeler platform, A.E.C. 9.6 engine, double drive.
- 1947 LEYLAND twin steer tipper, 600 engine.
- 1953 SEDDON long-wheelbase tipper, P6 engine.
- 1955 THORNycroft Trident long-wheelbase tipper, diesel engine.
- 1947 FODEN 1,000-gallon tanker, 6LW engine.
- 1958 DODGE 146 R6 19-ft. platform body.
- 1952 ALBION HD 57L 8-wheeler, 24-ft. platform, air brakes.
- 1956 B.M.C. long-wheelbase tipper, twin ram back of cab gear.
- 1952 A.E.C. Monarch with trailing axle, long-wheelbase platform.
- 1956 9 GUY Otter tippers, P6 engines.

SEND for detailed price list of all our vehicles.

USED UNITS.

WHITFIELD,
BURNLEY, LANCs.
Phone 2262.

910-324

H. TAYLOR AND CO. OFFER—

- 1960 COMMERCIAL 15-cwt. diesel van, blue, £525.
- 1959 COMMERCIAL 30-cwt. Superpoise van, green, normal control, £350.
- 1959 AUSTIN A35 van, grey, rear seats, £325.
- 1959 Thames 15-cwt. van, cream, one owner, £295.
- 1958 BEDFORD 10-12-cwt. drop-side truck, blue, £250.
- 1958 Thames 2-ton 4D van, can be used as mobile workshop, £150.

ELMBRIDGE 0081.

910-357

Used Goods Vehicles (contd.)

HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS.

WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

YORK trailers. Full range nearly always in stock. TRADE for Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

NEW VEHICLES.

- A.E.C. Mercury, Mark II, long-wheelbase chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £2,615.
- A.E.C. Mustang, twin steer, chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £3,095.
- A.E.C. Mammoth Major 8-wheeler, 17-ft. 4-in. wheelbase chassis and cab, 9.6-litre engine, air brakes, 9.00 x 20 12-ply tyres, £4,155.
- LEYLAND Comet CS3/38, 16-ft. 11-in. wheelbase chassis and cab, takes a 23-ft. body, £2,044 ls. 6d.
- LEYLAND 7-ton J6SC1, normal control, Bedford 300 diesel engine, 2-speed, 4-speed, 9.00 x 20 12-ply to rear, 8.25 x 20 12-ply to front, complete with Telehoist tipping gear and wood drop-side body, £1,566 10s.
- LEYLAND 10-ton KFA1 tractor unit, Bedford 300 diesel engine, air brakes, 2-speed, 5-speed, 8.25 x 20 14-ply tyres, £1,345 10s.
- LEYLAND 7-ton KGLCS long-wheelbase 167-in. chassis and cab, on 9.00 x 20 12-ply tyres, 2-speed, 5-speed, £1,755 2s.
- ALBION Chieftain CH3AXL 13-ft. 6-in. wheelbase chassis and cab, on 10.00 x 20 14-ply tyres, 6-speed, 8.25 x 20 14-ply tyres, £1,756 12s.
- LEYLAND Comet CS3/38 chassis and cab, 14-ft. 8-in. wheelbase, takes 20-ft. body, 6-speed gearbox, 9.00 x 20 12-ply tyres, heater and demister, £2,008 ls. 6d.
- LEYLAND Super Comet, 400 engine, 10.00 x 20 14-ply tyres, heater and demister, fitted with up to the minute 3-compartment Bulkier body, improved high capacity blower, heavy-duty P.T.O., air silencer, all extras for bulk delivery including two quick release 10-ft. hoses, £2,276 complete, in primer.
- YORK DW2, 12-ton 25-ft. vacuum brake semi-trailer, 2-ft. headboard, £881 14s.
- YORK Freighmaster 18-ton 26 ft. long, 8 ft. 6 in. high, vacuum brakes, S.A.E. coupling, £1,955 6s. 6d.
- YORK TW2A 26-ft. tandem axle semi-trailer, air brakes, 9.00 x 20 10-ply tyres, 2-ft. headboard, 2-speed landing gear, £1,819 11s.
- HANDS 30-ton 20-ft. in the well low loader, with Thompson 4-ton winch, £2,197.
- LAND ROVER 88 in., petrol, £674 12s.

LONG WHEELBASE.

- ALBION Reiver, 1956, 21-ft. platform, Comet engine, good condition throughout, £900.
- ALBION Reiver, 1956, 21-ft., aluminium framed platform body, standard coach-built cab, in exceptionally good condition throughout, one owner, £800.
- B.M.C. 1957 diesel rigid 6-wheeler, platform body, good condition throughout, £750.
- LEYLAND 1957, 7-ton 20-ft. platform.
- B with Bedford 300 diesel engine, £650.
- BRISTOL, 1953, 8-wheeler, long wheelbase, platform, £725.
- SENTINEL, 1955, 12-ton trailing axle, 6-wheeler, fitted with Gardner SLW vertical in the cab, missing prop shaft, cheap to clear, £400.
- 1956, 7-ton long-wheelbase, B.M.C. diesel, good condition throughout, £300.
- A.E.C. Mercury, 1955, 20-ft. platform body, in good condition throughout, £725.

TIPPERS.

- A.E.C. Mammoth Major 8-wheeler, 1954, 9.6 engine, recently fitted (works reconditioned), 16-ft. 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body, £2,500.
- A.E.C. Mammoth Major 8-wheeler (December) 1955, 9.6 engine, double drive, wood body tipper, in exceptionally good condition throughout, £2,150.
- LEYLAND Comet, EC02-4R, 1957, normal control, long wheelbase tipper, Pilot twin ram gear and wood drop-side body, in good condition throughout, £1,100.
- A.E.C. Mercury, Mark II, 1956, Pilot twin under-laden body gear, wood fixed-side tipper, in exceptionally good condition throughout, ready for immediate hand work, £1,600.
- 1949, 4LW Gardner, standard wood body tipper, very careful operator, £750.
- 1956, long-wheelbase tipper, good condition, suitable for coal or coke, £575.
- LEYLAND 1956 S-type R6 standard steel-body tipper, good condition, £450.
- LEYLAND 1954 7-ton R6 U-shaped steel-body tipper, good condition, £450.
- LEYLAND 1955 A-type 5-ton P6 standard wood-body tipper, £400.
- B.M.C. 1956 7-ton long-wheelbase wood drop-side tipper, £300.
- LEYLAND 1959 7-ton J6 normal-control 300 Bedford diesel, 9.00 x 20 tyres, this vehicle has done a very low mileage, is very clean and in exceptionally good condition throughout, £750.

TRAILERS AND ARTICULATED.

- LEYLAND Super Comet, November, 1960, virtually new tractor unit, complete with new York lightweight 26-ft. tandem-axle semi-trailer, on 9.00 x 20 all round, this is an exceptionally good unit, ready to drive away, all in primer, £1,850.
- LEYLAND 1958 Comet tractor unit complete with B Tasker low-loading trailer, knock-out axle, 14 ft. in the well, in good condition throughout, 40,000 miles only, £1,000.
- LEYLAND 1952 R6 diesel Dyson 10-ton semi-low loader, twin oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, £550, would split.
- ALBION Chieftain Scammell 1956 tractor unit complete with Scammell 10-ton 23-ft. platform trailer, in good condition throughout, £750.
- 1946 Gardner SLW tractor unit, in exceptionally good condition throughout, complete with Hands tandem-axle platform trailer, £875.
- LEYLAND 1955 A-type tractor unit, petrol engine, B complete with vacuum brake equipment, no coupling, £125.
- YORK DW2 12-ton 26-ft. platform trailer with headboard, used a few times only, in absolute as-new condition, £800.
- LEYSON 8-ton independent trailer, drop-side, air brakes, choice of two, these trailers are practically unused, £650 each.

HARRY DANDO.

VAUXHALL MAIN DEALERS.

WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

910-341

Used Goods Vehicles (contd.)

C. L. AND H. L. BLUNDELL, LTD.

AUSTIN, DODGE MAIN DEALERS.

- AUSTIN 5-ton normal-control petrol chassis and cab, list.
- AUSTIN 7-ton forward-control tipper, steel body, extras, list.
- DODGE 9-ton chassis and cab, 2-speed axle, air brakes, power steering, 375-cu.-in. engine, 10.00 x 20 tyres, list.

TIPPERS.

- 1957 AUSTIN diesel 5-ton, short-wheelbase, as new throughout, £625.

TRUCKS.

- 1960 AUSTIN 7-tonner, all extras, 6,000 miles on a new engine, £890.
- 1958 COMMERCIAL 7-ton TS3, air brakes, 5-speed gearbox, £720.
- 1957 COMMERCIAL 7-ton TS3 drop-side truck, good condition, £675.
- 1956 BEDFORD 7-ton flat platform, R6 engine, choice of two, £350.
- 1955 BEDFORD 5-ton drop-side, A model, petrol engine, good condition, choice of two, £275.
- 1956 Thames 4D 5-tonner, good condition, choice of two, £325.
- 1947 A.E.C. Mammoth Major drop-side truck, reconditioned 7.7-litre engine, reconditioned gearbox, 13 new tyres, well above average, £635.
- 1954 BEDFORD 7-ton petrol drop-side truck, fair throughout, £225.
- 1948 ALBION 8-wheeler, good condition, choice of two, £385.
- 1948 ATKINSON 8-wheeler, good condition, 6LW engine, choice of two, £500.
- 1948 ALBION 6-wheeler, good condition, choice of three, £300.
- 1947 FODEN 7-tonner, LW engine, £345.
- 1947 F.R.F. 7-tonner, LW engine, £345.
- 1953 DODGE 5-tonner, P6 engine, £225.
- 1944 LEYLAND Beaver, fair condition bodily, good mechanically, choice of two, £245.
- 1946 LEYLAND Beaver, good condition, £325.
- 1940 A.E.C. 8-wheeled chassis and cab, 7.7 engine, needs tidying, £225.
- 1950 BEDFORD 5-ton OL model, average condition, choice of three, £75.

ARTICULATED VEHICLES.

- TWO 20-ft. SCAMMELL trailers, average condition, £75 each.
- 1948 BEDFORD-SCAMMELL tractor unit, petrol engine, fair condition, £90.

VANS.

- 1961 AUSTIN A152 van, floor gear change, painted grey, 5,000 miles only, guaranteed, £450.
- 1953 COMMERCIAL 3-ton van with side-loading doors and integral cab, 100% condition throughout, new tyres, £175.
- As above, but requires tidying, £75.

CANTERBURY 5476.

FOLKESTONE 51988.

ASHFORD (KENT) 99.

AFTER 6.30 P.M., LITTLEBOURNE (KENT) 318.

910-385

COVENTRY AND JEFFS, LTD.

COMMERCIAL VEHICLE SPECIALISTS.

WE OFFER REASONABLE DELIVERY ON ALL

NEW DODGE AND LEYLAND VEHICLES.

USED COMMERCIAL VEHICLES.

- 1960 DODGE standard 3144R/6 tipper, complete with 5-speed gearbox, 9.00 x 20 tyres, cab heater, flashing indicators, low mileage, one owner, £1,450.
- 1959 LEYLAND Steer long-wheelbase, 24-ft. alloy flat body, high-loading headboard, 11.3 engine, auxiliary transfer box, front and rear towing attachments, cab heater, etc. well tyred, one owner, £2,650.
- 1958 GUY Otter Mk. 3 standard double drop-side truck, B.M.C. 5.1 engine, a clean owner-driven truck, good tyres, £795.
- 1959 BEDFORD standard long-wheelbase drop-side truck, Leyland engine, well tyred all round, a clean truck, one owner, £725.
- 1957 DODGE standard 14-ft. 6-in. drop-side truck, Perkins P6 engine, well tyred all round, one owner from new, £475.
- 1957 SEDDON Mk. 58/10 standard tipper, Perkins P6 engine, Eaton 2-speed axle, well tyred all round, a clean truck ready for the road, £750.
- 1957 SEDDON Mk. 58/10 standard tipper, Perkins P6 engine, 5-speed gearbox, reasonably well tyred and general condition good, £495.
- 1957 BEDFORD normal-control medium-wheelbase tipper, Bedford's own diesel, clean, reasonably well tyred, £675.
- 1950 DODGE 105P6 standard drop-side truck, owner driven from new, Perkins P6 engine, 5-speed gearbox, a very clean and well tyred truck, £325.
- 1956 BEDFORD 7-ton standard diesel tipper, general condition reasonable, tyres fair, £395.
- 1957 FORD Thames Trader 5-ton drop-side truck, general condition fair, £395.

OUR LISTS CHANGE DAILY.

WHY NOT

WRITE, PHONE OR CALL.

OPEN SEVEN DAYS PER WEEK—8 A.M. TO 10 P.M.

STAFFORD STREET.

BEDMINSTER.

BRISTOL, 3.

Phone 66-4661.

910-29

Used Goods Vehicles (contd.)

PRICE'S (EARL SHILTON), LTD.
ATKINSON AND SEDDON DISTRIBUTORS.

TIPPERS.

NEW COMMER-YORK 6-wheeler TS3 tipper, air brakes, 9.00 x 20 tyres, 5-speed box, fitted twin-ram tipping and new bulk body.
NEW FORD Trader 75 York 6-wheeler, 9.00 x 20 tyres, twin-ram gear and new bulk body.
NEW DODGE-YORK 6-wheeler tipper, 375 Leyland engine, Eaton 1850 2-speed axle, air brakes, 9.00 x 20 tyres, chassis available 7-14 days, tipping gear and body to suit your requirements.
NEW COMMER TS3 7-ton short-wheelbase tipper, air brakes, 9.00 x 20 tyres.

YORK DISTRIBUTORS FOR LEICESTERSHIRE, RUTLAND, NORTHANTS.

TRACTORS.

NEW SEDDON heavy-duty tractor, fitted Gardner 6LX engine, air brakes, reduction axle, all extras.
NEW FORD Trader 6-cylinder prime mover, Scammell coupling, Eaton 2-speed axle, rubber rear wings, this machine has been used only for demonstration purposes, well under list.
NEW DODGE tractor, fitted Leyland 375 engine, air brakes, 2-speed axle, early delivery.

VANS.

1955 36 FORD Thames 5- and 7-cwt. vans, in good condition, choice of eight available shortly, approximately £215 each.
1955 **AUSTIN** 30-cwt. diesel, in primer.
1955 **AUSTIN** 12-cwt. van, in primer.
1955 **AUSTIN** 3-ton A55 vans, choice colours.
1955 **COMMER** Cob, blue, green.
1955 **COMMER** Express delivery van, in primer.

FLATS AND PLATFORMS.

NEW COMMER TS3 7-ton long-wheelbase chassis and cab, air brakes, 9.00 x 20 tyres, 5-speed box.
NEW FORD Trader 75 108-160 wheelbase, 9.00 x 20 tyres, with or without 2-speed axle, chassis and cab bodies built to suit.
NEW DODGE long-wheelbase chassis and cab, most models in stock or early delivery.
1955 E.R.F. 20-ft. drop-side 4-wheeler, 4LW engine, 2-speed axle, well shod, £525 o.n.o.
1955 **FORD** 4D, extra long-wheelbase double-drop-side, 20-ft. body, £295 o.n.o.

TRAILERS.

NEW 26-ft. York with Scammell hitch, 9.00 x 20 tyres, spare wheel, headboard, used for demonstration only, would part-exchange for 20-ft. Scammell hitch on 9.00 x 20 tyres.

DEALERS FOR: AUSTIN, DODGE, FORD, COMMER, KARRIER, LAND ROVER.

PRICE'S (EARL SHILTON), LTD.

NEW STREET, EARL SHILTON,
LEICESTERSHIRE.
Phone, Earl Shilton 3321-2,3. 910-55

1952 A.E.C. Monarch drop-side.
1957 ALBION Reiver, choice of three, all with Leyland engine, 20-ft. drop-side body.
1955 ALBION Clydesdale 21-ft. drop-side.
1956 BEDFORD 5-ton long-wheelbase diesel tipper.
1958 FORDSON 128-in. Thames Trader tipper.
1944 FODEN 8-wheel platform.
1950 FODEN 4-wheel drop-side.

HIRE-PURCHASE, part-exchanges.

COMMERCIAL MOTORS (CLAY CROSS), LTD.

CLAY CROSS, DERBY.
Phone, Clay Cross 3302—night extension, 910-373

CENTRAL GARAGE.

AUTHORIZED
LEYLAND, ALBION DEALER,
BARNSELY ROAD, SOUTH ELSMALL,
NEAR PONTEFRAC.
Phone, South Elmsall 276-7,8.

NEW York and B.T.C. semi-trailer, 12- and 15-ton 4-in-line immediate delivery.
ALBION Reiver, 1955, Albion engine, drop-side body, choice of two.
BEDFORD 1956 7-ton long-wheelbase tipper, Meadows diesel.
MAUDSLAY 8-wheeler, 1950, 24-ft. platform, 9.6 engine, double drive, choice of three.
BEDFORD 1959 with Boys third axle, Bedford diesel engine, 2-speed axle, 22-ft. drop-side body.
COMMER TS3, 1957, with Boys third axle, 22-ft. platform body.
COMMER TS3, 1958, with Boys third axle, 17-ft. alloy tipping body, Edbro gear and 2-speed axle.
COMMER Avenger coach, 1950 Albion engine, certificate of fitness two years.
LEYLAND Octopus, 1960, long-wheelbase tipper, as new.
DODGE 1955 7-ton platform body, R6 engine.

TERMS AND PART-EXCHANGES.

CENTRAL GARAGE.

SOUTH ELSMALL. 910-471

Used Goods Vehicles (contd.)

CARMICHAEL'S FOR COMMERCIALS.

PHONE, KEMPSEY 439 and 417.
Main A38 Road.

NEW VEHICLES FOR IMMEDIATE AND EARLY DELIVERY.

LEYLAND; ALBIONS; AUSTINS.
LARGEST SELECTION OF SECOND-HAND COMMERCIAL VEHICLES IN THE MIDLANDS.

B.M.C.

1960 AUSTIN 7-ton steel body diesel tipper, forward control.
1959 AUSTIN 7-ton long-wheelbase all-alloy drop-side diesel tipper, forward control.
1958 AUSTIN artic diesel, with coupling, forward control.
1956 AUSTIN 7-ton long-wheelbase platform diesel truck, forward control.
1954 MORRIS 5-ton long-wheelbase petrol platform, forward control.

COMMER

1960 COMMER 7-ton forward control drop-side long-wheelbase, with detachable high racks.
1957 COMMER 5-ton long-wheelbase all-alloy drop-side TS3 truck.
1955 COMMER 5-ton long-wheelbase drop-side P6 truck.

E.R.F.

1946 E.R.F. long-wheelbase forward control, A.E.C. 7.7, drop-side truck, 8-ton 5-speed overdrive.

ALBION.

1957 ALBION Chieftain long-wheelbase platform, 8-ton.
1955 ALBION Chieftain all-alloy drop-side, forward control, 8-ton, long-wheelbase, choice of two.
1955 ALBION Reiver double-drive, Gardner engine, forward control, long-wheelbase, all-alloy body.

BEDFORD.

1956 BEDFORD forward-control long-wheelbase diesel drop-side truck, 7-ton.
1950 BEDFORD normal-control petrol three-way tipper, 5-ton.

FORD.

1959 Thames Trader long-wheelbase diesel drop-side truck, 7-ton.
1955 Thames 5-ton long-wheelbase diesel drop-side truck.
1956 FORD Thames Sussex 6-wheel tipper, high sides.

MAUDSLAY A.E.C.

1949 MAUDSLAY A.E.C., 7.7 engine, 8-ton drop-side.
1947 MAUDSLAY A.E.C., 7.7 engine, 8-ton, drop-side.

ALL ABOVE COMMERCIALS ON TERMS.

CALL AND INSPECT OUR STOCK, CUSTOMERS CAN DRIVE VEHICLES TO TEST SAME. 910-7

1956 ALBION Reiver 6-wheeler, fitted Leyland Comet engine, 22-ft. 6-in. drop-side body.
1959 (late) COMMER TS3 and tipper, 5-speed gearbox, air brakes, 9.00 x 20 tyres.
1956 (late) TS3 COMMER 7-ton twin-ram and tipper, 9.00 x 20 tyres.
1955 ALBION Chieftain, 17-ft. flat platform body, alloy underframe.
1959 B.M.C. 4-tonner, 14-ft. flat platform body.
1959 FORD Thames Trader Luton van, approx. 1,100 cu. ft.
1957 B.M.C. boxvan, approx. 1,100 cu. ft.
1957 December, B.M.C. 7-tonner, fitted Boys 6-wheeler extension, Eaton 2-speed axle.

WARWICK MOTOR ENGINEERING CO., LTD.

STOKE GARAGE,
COPELAND STREET,
STOKE-ON-TRENT.
Phone 47507-8. 910-484

DEES OF CROYDON.

CROYDON 6011.

A SELECTION OF OUR USED VEHICLES, MANY COVERED BY A WARRANTY AND ALL IN SOUND ROADWORTHY CONDITION.

1958 Trader 6D 7-ton long-wheelbase drop-side truck, green, extra equipment, 8.25 x 20 tyres, £550.
1959 BEDFORD 300 diesel 7-ton long-wheelbase truck, low mileage engine, 8.25 x 20 12-ply tyres, £710.
1959 BEDFORD 300 diesel, 2-speed axle, 7-ton fixed-side tipper, very clean, low mileage, £700.
1956 Thames 4D 30-cwt. van, clean, £225.
1954 COMMER TS3 7-ton flat truck, clean, £300.
1955 BEDFORD R6 7-ton truck, 8.25 x 20 tyres.
1955 Thames reconditioned 4D 2-ton short-wheelbase truck, £190.
1958 Trader articulated unit, £550.
1959 Trader 5-ton 4D 152-in. wheelbase truck, £600.

HUBERT DEES, LTD.

15-19 BRIGHTON ROAD,
SOUTH CROYDON.
Croydon 6011. 910-31

May 26, 1961—THE COMMERCIAL MOTOR 51
(Supplement)

Used Goods Vehicles (contd.)

W. JONES (MANCHESTER), LTD.

1960 FORD Trader 7-ton flat, small mileage, choice of five, from £750.
1960 December, FORD Trader 6-wheel drop-side tipper, power steering, 2-speed axle, £1,700.
1959 FORD Trader 6D 7-ton flat, choice of 15, from £625.
1959 FORD Trader 160-in. wheelbase steel drop-side tipper, very clean, £850.
1959 FORD Trader 6D county extension 6-wheel platform truck, choice of three, £1,095.
SCAMMELL trailer with coupling, 900 x 20 tyres, 23-ft. drop-sides, new 1959, £350.
1959 BEDFORD S-type 6-cu.-yd. steel-bodied tipper, 2-speed axle, 300 diesel engine, choice of four, £650.
1959 BEDFORD J-type 6-cu.-yd. steel-bodied tipper, 2-speed axle, 300 diesel engine, £650.
1958 DODGE short-wheelbase tipper, air brakes, R6 engine, very good condition, £595.
1958 November, COMMER TS3 long-wheelbase flat, 9.00 x 20 tyres, £675.
1958 November, DODGE, Leyland engine, 6-wheel twin steer tipper, very clean, £1,175.
1957 BEDFORD D-type 300 engine 6-ton short-wheelbase tipper, complete new wooden body, £525.
1957 ATKINSON 4-wheel D/R tipper, 5LW engine, 10-cu.-yd. alloy body, 900 x 20 tyres, very good condition, choice of two, £950.
1956 COMMER TS1 artic., Scammell coupling with 21-ft. trailer, £495.
PLUS a large selection of 1960-61 BEDFORD type and S-type diesel tippers.

THE UNDERNOTED ARE SPECIALLY REDUCED.

1958 DODGE 6-ton long-wheelbase platform lorry, diesel engine, forward control, £450.
1958 FORD 6D 5-ton drop-side truck, £525.
1957 BEDFORD 7-ton flat S-type, 300 engine, £475.
1957 BEDFORD 5-ton flat, A-type, P6 engine, £345.
1956 May, AUSTIN B.M.C. 5-ton diesel long-wheelbase flat, £375.
1956 FORD short-wheelbase wooden-bodied tipper, P6 engine, £175.
1956 B.M.C. 7-ton flat, 5.1-litre diesel engine, £375.
1956 MORRIS B.M.C. 3-ton 21-ft. platform truck, 4-cylinder diesel engine, £300.

RUTLAND STREET GARAGES.

SWINTON, LANCs.

All inquiries: Phone, Swinton 2036 and 2037.
Telegraphic address: Moniesaver, Swinton, Lancs.
GARAGE OPEN DAILY (INCLUDING SUNDAYS)
10 a.m. to 4 p.m. 910-1

CHANDLERS MOTORS, LTD.

ESTABLISHED 42 YEARS.

LUTON vans and pantechnicons.
1,600 CU.-FT. 1953 GUY P6 diesel pantechnicon, good condition, £140.
1,220 CU.-FT. 1950 SEDDON P6 diesel pantechnicon, in really first-class order, C-licence operator £275.
TRUCKS and units.
1959 BEDFORD 4-ton 200 diesel truck, in first-class order, 11,000 miles, immaculate, £465.
1958 BEDFORD 7-ton truck, 300 diesel engine, 2-speed axle, good condition, £495.
1958 BEDFORD 10-ton Scammell tractor unit, 300 diesel engine with 2-speed axle, fine condition, £395.
1956 BEDFORD 5-ton petrol tipper, £320.
1955 B.M.C. 7-ton platform with power steering and Eaton 2-speed axle, £340.
1955 DODGE 6-ton petrol tipper, 6-cu.-yd. drop-side steel body, in good condition, £240.
1955 AUSTIN 2-ton diesel truck, very good condition, £325.
1955 BEDFORD 8-ton Scammell unit, £240.
1955 BEDFORD 7-ton drop-side truck, £190.
1953 AUSTIN Loadstar P6 diesel truck, £150.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 910-300

KAYS (DERBY), LTD.

ASHBOURNE ROAD, DERBY.

Phone, Derby 40681 (13 lines).

1958 LEYLAND Comet long-wheelbase semi-forward-control, fitted with 2-speed rear axle, 5-speed gearbox, 14-ft. 6-in. tipping body.
1958 COMMER TS3 long-wheelbase platform lorry, fitted with light alloy body, headboard and tailgate (no sides).
1954 SEDDON 7-ton long-wheelbase truck, recently fitted with service Perkins R6 engine.
1959 FORD Trader 7-ton 138-in. wheelbase 6D diesel engine tipping truck fitted with light alloy tipping body, on 9.00 x 20 tyres.
1955 BEDFORD S-type 7-ton short-wheelbase tipper, R6 diesel engine recently fitted.
1958 Registered rebuilt GUY Otter medium-wheelbase tipper, fitted with 4LX Gardner engine, very clean, cheap vehicle.
1956 BEDFORD A-type long-wheelbase tipper, recently fitted with reconditioned Perkins P6 engine.
1955 Kew DODGE semi-forward-control 6-wheeler tipping truck, 19-ft. body, 91P 120 A35

Used Goods Vehicles (contd.)

DODGE DISTRIBUTORS FOR GREATER PART OF
WARWICKSHIRE.

TWO GATES GARAGE, LTD.,

OXFORD ROAD,
RYTON-ON-DUNSMORE.

Phone. Toll Bar 3361.

LATE EVENING: TOLL BAR 3242.

NEW DODGE Model 3166V forward-control 8-ton
long-wheelbase 19-ft. 6-in. platform or drop-side lorry.
NEW DODGE Model 264 P4 3-ton normal-control
chassis-cab. Perkins 203 diesel engine.
NEW TROJAN 25-cwt. drop-side tipping lorry, Perkins
P3 engine.
NEW TROJAN 25-cwt. 350-cu.-ft. van.

1953 DODGE Model 103P6 long-wheelbase drop-side
lorry, 17 ft. 6 in.
1954 DODGE 6-cu.-yd. short-wheelbase wood
body tipper, P6 and R6 engines.
1957 DODGE 6-ton long-wheelbase platform lorry,
Perkins P6 engine.
1957 COMMER TS3 short-wheelbase 14-cu.-yd. wood
body coal tipper.
1957 COMMER TS3 short-wheelbase 9-cu.-yd. wood
body tipper.
1959 B.M.C. 4-wheel-drive heavy-duty scow end steel
body dump trucks, choice of two.
1958 4-ton Thames Trader long-wheelbase drop-side
lorry.
1955 AUSTIN articulated unit, complete, Scammell
coupling.
1954 BEDFORD A-type petrol engine, articulated
unit, Tasker coupling, single or twin wheel
platform trailers.
1955 FORD 4D steel body tipper.
1953 BEDFORD 4-ton long-wheelbase drop-side
lorry, petrol engine.
1959 Registered ex-W.D. BEDFORD petrol engine,
1,000-cu.-ft. Luton-type vans.
1960 BEDFORD 10-15-cwt. extra capacity van.
1956 BEDFORD 10-12-cwt. milk float.
1957 BEDFORD Grosvenor-Grafton personnel carrier.
1959 STANDARD Atlas 10-12-cwt. van.
1956 MORRIS J2 van.
1957 LAND ROVER, reconditioned diesel engine,
short wheelbase.
1958 LAND ROVER, hard top, heater.
1956 AUSTIN Metropolitan diesel taxi, immacu-
late condition. 910-51

BIRMINGHAM COMMERCIAL OFFER—

NEW MORRIS tractor and 25-ft. trailer.
1960 DODGE 7-ton, long wheelbase.
1957 FORD Trader Luton, 1,100 c.c.
1956 ATKINSON 8-wheeler tipper.
1960 COMMER TS3, long wheelbase.
1958 BEDFORD 3-ton long-wheelbase.

BIRMINGHAM COMMERCIAL MOTORS, LTD.,

560 COVENTRY ROAD,
BIRMINGHAM, 10.
Phone, Victoria 0437. 910-522

C. E. M. DAY, LTD.,

SANDFIELDS, PORT TALBOT.
Phone, P/T 2112.

1959 Trader 6 x 2 Eaton 14-cu.-yd. Pilot tipper,
£1,350.
1958 Thames 138-in. 9-cu.-yd. Edro tipper, £550.
1956 DODGE, 5-speed box, Eaton axle, £425.
1956 LEYLAND drop-side tipper, £550.
1950 BEDFORD Perkins diesel cattle truck, £350
or (container separate, £220). 910-36

BROWNHILLS MOTOR SALES,

LEYLAND,

ALBION, SCAMMELL.

1961 LEYLAND Super Comet long-wheelbase chassis-
cab.
1961 LEYLAND Super Comet tractor unit, fifth-
wheel coupling.
1959 LEYLAND Comet, forward control, fitted van
body.
1957 (First registered) LEYLAND Hippo, latest-type
cab, good tyres.
1955 LEYLAND Octopus 8-wheel coal tippers, choice
of two.
1960 ALBION Reiver 6-wheel coal tipper, latest type,
trailing axle.
1956 ALBION Chieftain long-wheelbase, platform
body.
1957 B.M.C. 7-ton short-wheelbase tipper, new scar-
box, 5-speed axle, power steering.
NEW 25-ft. 12- and 14-ton Scammell trailers, S.A.E.
pin and Scammell coupling, from stock.

EARLY DELIVERY OF NEW LEYLAND AND
ALBION CHASSIS.

BROWNHILLS MOTOR SALES,

WATLING STREET (A5),
BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392. 910-102

Used Goods Vehicles (contd.)

A. E. C. CONNORTON, LTD.,

AUTHORIZED FORD AGENTS.

NEW Thames 5- and 7-cwt. vans, list price.
NEW FORD Trader 6D Baico extension chassis fitted
with 1,500-cu.-ft. Luton body.
NEW FORD Trader 4D fitted with 1,200-cu.-ft. Luton
body.
NEW FORD 7½-ton Trader fitted with 9.00 x 20, power
steering.

1957 AUSTIN 15-cwt. Omnivans, one owner, C
licence, £235 each.
1954 4-ton SEDDON, Perkins P4, platform with
winch, £145.
1958 BEDFORD CAV vans, one owner, C licence,
£225 each.
1956 MORRIS B.M.C. unit and trailer, as new, one
owner, C licence, £450.
1956 THORNYCROFT 8-ton, 20-ft. truck body,
B.M.C. 7-ton truck, power steering, Eaton
2-speed axle, one owner, C licence.
1954 AUSTIN 5-ton trucks, alloy bodies, Perkins P6,
choice of three, £250 each.
1950 FODEN 6-wheeler, 6LW double drive, platform
body, 9.00 x 20 tyres, £680.
1951 LEYLAND Comets, platform bodies, 9.00 x 20
tyres, one owner, C licence, £175 each.
1952 LEYLAND Comet unit and trailer, 24-ft. plat-
form, 9.00 x 20 tyres as new, one owner,
C licence.
1953 A.E.C. 6-wheeler, 24-ft. platform, air brakes, 9.00
x 20 tyres, one owner, C licence.
1959 BEDFORD diesel, 1,600-gal. tanker, four com-
partments, complete with pump and pipes, 8.25
x 20 tyres, as new, one owner, C licence.
1959 BEDFORD diesel, 1,600-gal. tanker, four com-
partments, complete with pump and pipes, 8.25
x 20 tyres, as new, one owner, C licence.
1954 ALBION Claymore, alloy platform body, one
owner, C licence, £650.
1952 FODEN 6LW 8-wheeler, double drive, 24-ft.
platform body, 40 x 8 tyres, one owner,
C licence.
1951 FODEN 6LW 8-wheeler, double drive, 24-ft.
platform body, 40 x 8 tyres, one owner,
C licence.

HIRE-PURCHASE arranged.
CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962,
Sanderstead 1777. 910-138

CHURCH ROAD MOTORS

(SOUTHEND-ON-SEA), LTD.

DODGE DISTRIBUTORS FOR S.E. ESSEX.
RETAIL FORD DEALERS.

1958 DODGE 7-ton truck, one owner, well tired,
£875.
1959 DODGE 3146Y, 21-ft. platform body, Leyland
Comet engine, one owner, in excellent con-
dition, £1,250.
1953 DODGE 5-ton flat, diesel, well tired, ideal
spare vehicle, £275.
1958 MORRIS 5-ton diesel tipper, one owner, well
tired, £375.
1957 FORD Thames 4D 1,720-cu.-ft. Luton, one
owner, new engine, repainted, well tired,
£875.
1955 AUSTIN 5-ton platform truck (petrol), £350.
DODGE and Perkins spare parts express delivery.

HADLEIGH, Essex. Phone 57275-6 (10 lines). After
hours, Southend-on-Sea 48528. 910-196

SOUTHERN COUNTIES GARAGES, LTD.,

CRAWLEY, SUSSEX.

AGENTS for Austin, Ford and Standard commercials,
a large selection of new and used vans always in
stock.
NEW AUSTIN 11-ton van, diesel, in primer.
NEW Thames Trader 4-ton drop-side truck, 152-in.
wheelbase.
NEW AUSTIN 702 forward-control 7-ton chassis-cab,
120-in. wheelbase.
1960 May, Austin 702 diesel with 7-cu.-yd. tipping
body, also fitted with 9.00 x 20 tyres, cab
heater and flashers, 25,000 miles, £1,095.

CRAWLEY 25666 (FIVE LINES), 910-254

THE NIGHTINGALE ENGINEERING CO.,

LTD.

A New 10-ton COMMER TS3 S.A.E. tractor.
1960 ATKINSON 8-wheeler platform, Gardner LX
engine, excellent condition.
1960 ATKINSON 8-wheeler 26-cu.-yd. tipper, Pilot
gear, immaculate vehicle.
1956 ATKINSON 8-wheeler, 6LW, 24-ft. alloy body,
nice condition; choice of two.
1955 FODEN twin-steer platform, 5LW Gardner
engine, clean vehicle.
1955 ATKINSON 8-wheeler, 24-ft. platform body, 6LW
engine, good condition.
1955 THORNYCROFT 8-wheeler, 24-ft. all-metal
platform body, ex-C licence operator, one
owner, clean vehicle.
WESTERN LANE, London, S.W.12. Battersea 2193,
910-229

1955 E.R.F. 5.4 (G), flat platform, one owner, good
condition; choice of two.
1955 BEDFORD P6 5-ton drop-sider.
1955 E.R.F. 6.8 (J), flat platform.
1956 DODGE P6 long-wheelbase tipper.
1956 BEDFORD R6 long-wheelbase tipper, one
owner.
1957 BEDFORD R6 7-ton flat.

PARRS (LEICESTER), LTD.,

ABBEY LANE,
LEICESTER.
Phone 61511 (seven lines). 910-123

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION,

AUTHORIZED DEALERS.

COMMERCIAL-VEHICLE SPECIALISTS.

ALBION, LEYLAND, THAMES TRADER.

IMMEDIATE AND EARLY DELIVERIES.

NEW 7-ton 6D long-wheelbase Trader chassis and cab,
9.00 x 20 tyres, other extras.
NEW Trader tractors, Scammell coupling, also one
N with fifth-wheel attachment.
B.M.C. 7-ton long-wheelbase drop-side lorry.
1960 ALBION FT37CL, 6-speed gearbox, good order
throughout.
1958 ALBION Clydesdale, 21-ft. platform body,
perfect order.
1958 BEDFORD long-wheelbase lorry, Leyland
Comet engine.
1956 ALBION Reiver, 6-wheel, double-drive axle,
21-ft. 6-in. platform body, immaculate condi-
tion throughout.
1956 October, A.E.C. 9.6 Majestic, twin steer, air
brakes, 21-ft. platform body, good condition.
1956 AUSTIN B.M.C. 7-ton, 2-speed axle, power
steering.
1955 ALBION FT37CL platform lorry, good order.
1955 LEYLAND Comet 90 hydraulic tipper, fixed
sides, alloy 15-cu.-yd. body, good order.
1955 BEDFORD R6 10-ton tractor, Scammell
coupling.
1953 ALBION Chieftain platform lorry, under 3 tons.
1952 E.R.F. Gardner 5LW, 18-ft. platform body,
5-speed gearbox, fitted trailer hook, very fine
condition.
1949 MAUDSLAY Meritor, 9.6 A.E.C. engine,
8-wheel double-drive chassis and cab, mechanic-
ally sound.
1948 SEDDON P6 platform lorry, good order.
1948 A.E.C. Matador 9.6 unit, 18-ft. platform lorry.
WE SOLICIT YOUR INQUIRIES.

ENGINES.

A.E.C. 7.7 from £50 each. Leyland 7.4 complete
with gearbox, from £190 each. Leyland 8.6
from £35 each.

MILLBURN MOTORS (PRESTON), LTD.,

WALMER BRIDGE,

LONGTON, PRESTON, LANCs.
Phone, Longton, Lancs, 3255-6. 910-322

BENTLEY BROS. (SHEFFIELD), LTD.,

71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS.

1957 BEDFORD 7-ton long-wheelbase drop-side
truck, 300 cu. in., Bedford diesel engine,
painted in primer, runs and looks like new, £550.
1957 BEDFORD 5-ton long-wheelbase twin ram
tipper, 300 cu. in., Bedford diesel engine,
Eaton 2-speed axle, 8.25 x 20 tyres, heavy duty Hom-
alloy body, a really clean vehicle, £495.
1956 Thames 4-ton tipper, 4D diesel engine, small
mileage, good tyres, one careful local owner,
£295.
1955 DODGE 7-ton long-wheelbase twin ram tipper,
wooden extension side body, R6 diesel engine,
12 months old, Eaton 2-speed axle ready for immediate
use, £450.
1952 BEDFORD 5-ton platform petrol truck,
synchromesh gearbox, Hypoid rear axle, £110.
910-421

L. A. RICH

OFFERS

EX MINISTRY VEHICLES.

FORDSON ET6 petrol, 6-wheeler chassis and cab, £200.
BEDFORD QL 4 x 4 (Grade 1), £175.
BEDFORD OY 500-gallon water tank, £145.
AUSTIN K5 6-wheeler chassis and cab, £165.
AUSTIN K3 Civil Defence rescue vans, £90.

514 COLDHAMS LANE,

CHEERY HINTON.

Phone, CAMBRIDGE 87597. 910-404

HALE MOTORS (TOTTENHAM), LTD.,

THE HALE, N.17.

Tottenham 7771 (four lines).

VANS.
November, AUSTIN forward-control 5-ton
diesel boxvan, roller shutter rear end, side
loading roller shutters near and off side, factory recondi-
tioned engine just fitted, with full guarantee.
1958 COMMER Cob boxvan, excellent order.
1956 COMMER express delivery van.
1958 BEDFORD 15-cwt. boxvan, also 1956.
1959 BEDFORD Workabus, with upholstered seating,
20,000 miles, also 1958.
1959 MORRIS Cowley 10-cwt. boxvan.
AUSTIN, Ford, Rootes Group.

AVAILABLE for immediate delivery. Ford 15-cwt. van;
Trader, 5-ton 6D, 1,650-cu.-ft. Luton van; Commer
15-cwt. boxvan and Commer 30-cwt. super-capacity diesel
boxvan.

TRUCKS.

1951 5-type BEDFORD long-wheelbase double-drop-
side, petrol engine, good tyres.
COMPREHENSIVE stock always held. 910-263

Used Goods Vehicles (contd.)

PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD.

A.E.C. DODGE TROJAN SERVICE.
OFFICIAL TECALEMIT AUTOMATIC LUBRICATION
FITTING STATION.

**NEW VEHICLES IN STOCK FOR
IMMEDIATE DELIVERY.**

TWO A.E.C. Mercury chassis and cabs, long-wheelbase models.
ONE DODGE 8-ton long-wheelbase chassis and cab (175 Leyland engine).
ONE FORD Trader long-wheelbase chassis and cab.
ONE FORD Trader long-wheelbase (tipper and high-sided body).
ONE TROJAN 25-cwt., P4 engine.

SECOND-HAND VEHICLES.

1958 DODGE twin-steer tipping vehicle.
1958 GUY long-wheelbase drop-side vehicle.
1958 FORD long-wheelbase platform Trader.
1956 November, A.E.C. long-wheelbase platform Trader (Mercury).
1957 BEDFORD long-wheelbase platform Trader.
1955 ALBION Clydesdale long-wheelbase platform.
1952 BEDFORD long-wheelbase drop-side.
1954 DODGE R6 long-wheelbase drop-side vehicle.

443 HANDSWORTH ROAD,

SHEFFIELD, 13.
Woodhouse 2541 (three lines), 910-3

MARSTON MOTOR CO., LTD.

SEVEN SISTERS ROAD,
TOTTENHAM, LONDON, N.5.
Phone, Stamford Hill 8000.

MAIN retail dealers for AUSTIN commercial vehicles and sole distributors for Thornycroft commercial vehicles for London, Home Counties north of the Thames.

1951 GUY Otter, 4LK Gardner engine, 1,500-cu.-ft. all-alloy Luton van on brand-new 8.25 x 20 remould tyres.
1956 AUSTIN 3-ton forward-control diesel, 1,500-cu.-ft. Luton van, body just rebuilt, in primer.
1956 FORD Thames 4D 4-ton 1,100-cu.-ft. Luton van.
1956 BEDFORD 7-ton forward-control 10-cu.-yd. fixed-side alloy tipper, fitted reconditioned R6 diesel engine.
1956 BEDFORD 7-ton platform lorry, R6 diesel engine. 910-34

T. C. HARRISON, LTD.

MAIN FORD DEALERS,
LONDON ROAD,
SHEFFIELD.
Phone 29091.

1958 7-ton Thames Trader fixed-side steel-bodied tipper, £750.
1955 3-ton AUSTIN boxvan, in good condition, petrol engine, £250.
1954 DODGE 7-ton platform lorry, Perkins diesel engine, £225.

NEW.

THAMES Trader 7-ton 108-in. drop-side and fixed-side tipper, ex stock.
THAMES Trader, 138- and 160-in. chassis-cabs, ex stock.
5- 7-, 10-, 12- and 15-cwt. vans, early delivery.

ASSOCIATED WITH
WEST RIDING MOTOR CO.,
SHEFFIELD ROAD,
ROTTERHAM.
Phone 77296. 910-458

BARRETT'S OF CANTERBURY.

AUSTIN EAST KENT DISTRIBUTORS.

AUSTIN 1-ton diesel van, LDO4, forward control, list.
AUSTIN 1-ton petrol van, LD4, forward control, list.
AUSTIN 2-ton forward-control chassis-cab, T200 petrol, 10-ft. 9-in. wheelbase, list.
AUSTIN 2-ton forward-control chassis-cab, T200 petrol, 9-ft. 6-in. wheelbase, list.
AUSTIN 7-ton diesel chassis-cab, 9.00 x 20 tyres, long-range fuel tank, 13-ft. 4-in. wheelbase, list.
EARLY delivery of all AUSTIN commercial vehicles.

SECOND-HAND VEHICLES.

1960 BEDFORD 10-12-cwt. van, repainted, £330.
1960 30-cwt. diesel LDO5 vans, painted blue, choice of three from £675.
1958 COMMERCIAL TS3 drop-side lorry, painted green, 6000.
1950 COMMERCIAL petrol, £75.

28-30 SAINT PETER'S STREET.

CANTERBURY 6161 (10 lines), 910-302

A38

Used Goods Vehicles (contd.)

S'PURLING MOTOR BODIES, LTD.

"THE NAME BEHIND THE SALE."

"BUY RIGHT."

THREE BEDFORDS 3.5-ton, large-capacity boxvans, petrol and diesel.
1961 BEDFORD 15-cwt. Luton van.
1957 BEDFORD CA van.
1958 BEDFORD CA van.
1959 BEDFORD Utilabruske.
1951 BEDFORD 30-cwt. van.
1957 BEDFORD diesel tipper.
1958 BEDFORD diesel tipper.
1954 BEDFORD 7-ton diesel platform.
1958 Thames 7-ton truck, diesel.
1955 FORD 2-ton boxvan, petrol and diesel.
1955 BEDFORD 5-ton large capacity boxvan.
1955 BEDFORD 3-ton large capacity boxvan.

A Selection of BEDFORD tippers suitable for site work

"BUY S'PURLING."

USED VEHICLES INQUIRIES TO—

303 THE BROADWAY.

CRICKLEWOOD, N.W.2.
Gla 2727 and 6687-8-9.

Other branches: The Hyde, N.W.9; High Rd., Wembley; High 2d., Chiswick; Watford; Rushon St., N.1; Vico Motors, W.10; and Colchester. 910-201

L. F. DOVE (C.V.), LTD.

AUSTIN COMMERCIAL DISTRIBUTORS.

DOVE's pay as you earn scheme for used vehicles 3 tons and over, 10, 15 or 20 equal monthly payments.

1960 COMMERCIAL 8-cwt. van, green, 5,000 miles, £395 (g).
1955 Thames 10-cwt. Luton van, £45.
1956 BEDFORD CAL Luton van, £75.
1956 BEDFORD 10-12-cwt. CA van, £185.
1958 AUSTIN 15-cwt. van, green, £345 (g).
1957 MORRIS 15-cwt. van, blue, £285 (g).
1949 BEDFORD 30-cwt. van, £65.
1955 AUSTIN 11-ton van, grey, £145.
1951 COMMERCIAL 3-ton boxvan, petrol, green, £195.
1955 AUSTIN 3-ton petrol drop-side truck, grey, £195.
1959 AUSTIN 7-ton 2-speed axle 17-ton GTW diesel tractor, blue, £850 (g).
BEDFORD 10-ton Carrimore artic, new engine November, 1960, platform trailer with forward bulkhead and tailboard new 1957, £275.

* Vehicles marked (g) carry three months' guarantee.

DOVE's pay as you earn scheme for used vehicles 3 tons and over, 10, 15 or 20 equal monthly payments.
L. F. DOVE (C.V.), Ltd., 98 Lower Addiscombe Rd., Croydon. Addiscombe 3131. 910-271

DARTMOUTH GARAGE.

FOR YOUR

GOOD USED COMMERCIAL.

AUSTIN 5-ton drop-side truck, body length 16 ft. 6 in., 1955 diesel.
VULCAN 5-ton platform truck, body length 16 ft. 6 in., fitted with Perkins P6 diesel engine, well tyred and in good condition.
MORRIS prime mover, 1954, fitted with diesel engine and Tasker coupling.
SEDDON 3.4-ton, fitted with Perkins P4 engine, 7 ft. interior height, 7 ft. width 14 ft. 6 in. length, van, good condition.
MORRIS 30-cwt., 301 diesel truck, flat platform with vinyl-lined floor, one owner, very good condition, 32,000 miles since new.
AUSTIN 152 van, 1960, low mileage, one owner.
AUSTIN 15-cwt. bulk van, 1958, body size 9 ft. 10 in. by 6 ft. 2 in. by 5 ft. 8 in., double doors and tailboard, overhauled and painted, £450.

OPEN FOR SALES MONDAY TO SATURDAY.
9 A.M. TO 7 P.M.

AUSTIN COMMERCIAL DISTRIBUTORS.

DARTMOUTH GARAGE.

384-386 HIGH STREET,
WEST BROMWICH.
Phone, Wes 2441-6. 910-46

E. J. BAKER AND CO. (DORKING), LTD.

BIRCHETT ROAD,
ALDERSHOT,
Phone 24242-3-4-5.

1956 7-ton short-wheelbase Mk. II, R6 diesel engine, 6-cu.-yd. steel drop-side tipper, underfloor gear, £375.
1953 BEDFORD 7-ton petrol engine long-wheelbase drop-side wood 6-cu.-yd. tipper, £345.
1960 February, AUSTIN A55 van, blue (no lettering), heater, £395.
CHOICE of several 12-seater P.S.V. passenger vehicles, Bedford and Ford. 910-256

Used Goods Vehicles (contd.)

BEECH'S GARAGE (HANLEY), LTD.

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

1948 E.R.F. twin steer, Gardner 5LW engine, 20-ft. drop-side body, in fair condition.
NEW B.M.C. 7-ton 130-in. wheelbase chassis and cab, in stock, immediate delivery.
1959 August, FORD Thames 6D boxvan, 20 ft. by 7 ft. by 7 ft., inside measurements, with flat floor, 9.00 x 20 tyres, in very good condition.
1958 FORD Thames 7-ton twin-ram end hydraulic tipper, 16-ft. body with 3-ft. 3-in. drop sides, 9.00 x 20 tyres, in very good condition.
A.E.C. 6-wheeler, ex-M.O.S., 3,000-gal. refueller, double drive, winch, 13.50 x 20 tyres, excellent condition.
1959 BEDFORD-SCAMMELL tractor, Bedford engine 2-speed rear axle, 5-speed gearbox, with new Scammell 12-ton 25-ft. drop-side trailer.
1955 June, FORDEN FEA 9-ton end tipper, 15-ft. 6-in. by 3-ft. by 7-ft. 6-in. drop-side body, in very good condition.
1959 FODEN 8-wheeler, Gardner 6LW engine, 24-ft. drop-side body, single-drive axle, 9.00 x 24 tyres, in excellent condition.
A.E.C. Matador 4 x 4, ex-M.O.S., in excellent condition.
1955 E.R.F. Model 4.4(G), Gardner 4LW engine, 2-speed axle, 20-ft. drop-side body, 9.00 x 20 tyres, new cab, in very good condition.
NEW E.R.F. Model 4.4(G) chassis and cab, Gardner 4LW engine, 2-speed axle, suitable for 20-ft. body, 9.00 x 20 tyres, in stock, immediate delivery.
1958 A.E.C. 8-wheeler, 11.3-litre engine, 6-speed gearbox, double-drive axles, 25-ft. platform body, 40 x 8 tyres, in excellent condition.
1955 BEDFORD artic, 12-ton tractor unit, R6 engine, 23-ft. 10-ton Scammell trailer, in very good condition.
1960 FORD 7-ton steel-bodied tipper, 13-ft. by 7-ft. 6-in. by 2-ft. 6-in. drop-sides, 9.00 x 20 tyres, in very good condition.

BEECH'S GARAGE (HANLEY), LTD.

LEEK ROAD, HANLEY, STOKE-ON-TRENT.
S-on-T. 23038 and 23039. 910-519

K AND F (COMMERCIALS), LTD.

MAIN DISTRIBUTORS FOR GUY HEAVY
COMMERCIAL VEHICLES AND YORK TRAILER
AND THIRD AXLES.

NEW VEHICLES AVAILABLE FOR

IMMEDIATE DELIVERY.

YORK HW2 14-ton platform trailer, 26-ft. long.
1960 GUY Invincible 8-wheel tipper with 21-ft. 6-in. long coal body.
1958 LEYLAND Comet forward-control tipper with 15-ft. by 7-ft. 6-in. by 4-ft. 6-in. all-alloy coal body.
1959 FORD Trader 6D engine tipper with steel body and wood coal extension boards.
1958 October, DODGE 3145AY, Comet engine, Eaton 2-speed, 15-ft. long by 4-ft. high wooden coal body.
NOVEMBER, 1957 ATKINSON 8-wheel tipper, A.E.C. 11.3 engine, 5-speed gearbox, double-drive all-alloy coal tipping body.
1957 B.M.C. 6-wheel tipper, Boys trailing axle, 5-speed, 17-ft. 6-in. long coal body.

DEALERS FOR DODGE AND MORRIS
COMMERCIAL.

K AND F (COMMERCIALS), LTD.

COLESHILL HOUSE,
ATHERSTONE.
Phone, Atherstone 2481-2-3. 910-47

ELT BROS., LTD.

NEW BEDFORD TK 135-in. wheelbase diesel lorry.
NEW BEDFORD J-type 161-in. wheelbase diesel lorry.
NEW BEDFORD TK 167-in. wheelbase diesel lorry, 5-speed gearbox, 2-speed axle and 9.00 x 20 tyres.
1956 FORDSON Thames 4D diesel 30-cwt. lorry, excellent condition and low mileage, £245.
1951 Five FORDSON Thames 10-cwt. vans from £115.
1956 BEDFORD A-type petrol 5-ton Anthony hoist tipper, recently fitted service engine, in very good condition, £300.
1955 DODGE P6 diesel 5-ton tipper, wood body, single-speed axle, £250.
1952 AUSTIN Loadstar (petrol) 5-ton long-wheelbase lorry, £95.
1956 DODGE 7-ton short-wheelbase tipper, recently serviced R6 diesel engine fitted, 2-speed axle and 5-speed gearbox, 8-cu.-ft. wood body, £475.

PART-EXCHANGES AND HIRE-PURCHASE A
PLEASURE.

ELT BROS., LTD.

BEDFORD AND VAUXHALL DEALERS.
DEAKINS ROAD,
BIRMINGHAM, 25.
Phone, Victoria 2742-3-4. 910-58

CAPITAL MOTOR CO., LTD.

REMINGTON STREET,
CITY ROAD, LONDON, N.1.
Phone Clerkenwell 7456.

BEDFORD MAIN DEALERS.

1958 FORD 6D 5-cu.-yd. tipper 2-speed axle, good tyres, choice of several, £500 each.
1959 MORRIS J2 van, good condition, one owner, £275.
1955 ALBION 3.4-ton diesel chassis-cab, £175. 910-180

Used Goods Vehicles (contd.)

FORD AND SLATER, LTD.
LEYLAND, ALBION, SCAMMELL,
TIPPERS.

- 1959 ALBION Caledonian 18-ft. by 4-ft. timber fixed-side tipper.
1956 BEDFORD 5-ton A-type 13-ft. by 18-in. drop-side tipper, P6.
1955 BEDFORD 5-ton A-type 13-ft. by 18-in. drop-side tipper, P6.
1955 BEDFORD 5-ton A-type 12-ft. by 2-ft. steel fixed-side tipper, petrol.
1954 BEDFORD 7-ton S-type 14-ft. by 4-ft. timber fixed-side tipper, R6.
1955 COMMER Q4 P6 9-ft. by 3-ft. timber drop-side tipper.
1958 COMMER TS3 with Boys third axle, 18-ft. by 4-ft. timber fixed-side tipper, air brakes.
1957 COMMER TS3 12-ft. by 3-ft. timber drop-side tipper.
1955 DODGE 7-ton R6 14-ft. by 4-ft. timber fixed-side tipper.
1958 DODGE 7-ton R6 with Boys third axle 15-ft. 6-in. by 4-ft. timber fixed-side tipper.
1958 FORD 5-ton H.D. 6D 6-cu.-yd. steel drop-side tipper.
1958 LEYLAND Comet, forward control, short wheelbase, fitted with Boys third axle, 15-ft. 4-in. steel fixed-side tipper.
1956 LEYLAND Comet medium-wheelbase 14-ft. by 2-ft. 6-in. alloy drop-side tipper with 18-in. alloy extensions.
1955 LEYLAND Comet medium-wheelbase 14-ft. by 2-ft. timber drop-side tipper.
1955 LEYLAND Comet medium-wheelbase 14-ft. by 3-ft. timber drop-side tipper.
1957 LEYLAND Comet, short wheelbase, fitted with Primrose third axle, 10-ft. by 4-ft. timber fixed sides.

PLATFORM.

- 1956 ALBION Reiver, 22-ft. timber platform.
1955 ALBION Reiver, 22-ft. timber platform.
1958 ALBION Chieftain, CH3 model, 16-ft. 6-in. timber and alloy flat.
1958 ALBION Chieftain, 18-ft. timber drop-side.
1954 LEYLAND Comet forward-control medium-wheelbase 16-ft. 6-in. alloy flat.
1953 LEYLAND Comet normal-control medium-wheelbase 16-ft. 6-in. timber flat.
1958 AUSTIN 5-ton diesel 14-ft. 3-in. timber flat.
1958 BEDFORD 7-ton 300 diesel 18-ft. 6-in. timber drop-side.
1958 BEDFORD 7-ton 300 diesel 16-ft. 6-in. timber drop-side.
1957 BEDFORD 7-ton 300 diesel 16-ft. 6-in. timber drop-side.
1956 BEDFORD 7-ton R6 16-ft. timber flat.
1956 BEDFORD 5-ton P6 16-ft. timber flat.
1954 BEDFORD 7-ton petrol 16-ft. 6-in. timber flat.
1954 BEDFORD 7-ton petrol, 15-ft. by 2-ft. timber drop-side.
1957 A.E.C. Mercury with Eaton Hendrickson third-axle, 21-ft. 3-in. timber drop-side.
1952 ATKINSON 7-ton, 4LW, 16-ft. timber drop-side.
1952 E.R.F., 6LW, 24-ft. timber drop-side.
1955 SEDDON 6-ton, P6, 16-ft. timber flat.
1953 THORNYCROFT 7-ton, 18-ft. timber drop-side.
1957 COMMER TS3, 19-ft. timber drop-side.
1956 COMMER TS3, 16-ft. 6-in. timber drop-side.
1958 COMMER TS3, 16-ft. 6-in. timber drop-side, air brakes.
1956 DODGE 6-ton, P6, 17-ft. timber flat.
1955 DODGE 6-ton, P6, 16-ft. timber drop-side.
1954 DODGE 6-ton, P6, 17-ft. timber flat.
1957 FORD Thames 4D, 16-ft. 6-in. timber drop-side.
1951 FORD Sussex, P6, 18-ft. 6-in. timber drop-side.

TRACTOR UNITS.

- 1958 B.M.C./SCAMMELL tractor unit.
1957 BEDFORD 8-ton tractor, Meadows engine, complete with Scammell 23-ft. 10-ton flat trailer.
1958 FORD Trader 6D tractor, fitted with a Carri-more 23-ft. trailer, fixed-pin-type coupling.
1958 LEYLAND Comet ECOS2/RR, Scammell tractor.

VANS.

- 1956 ALBION Claymore, 900-cu.-ft. alloy boxvan.
1956 ALBION Chieftain, 900-cu.-ft. boxvan.

FORD AND SLATER, LTD.
LEYLAND, ALBION,
GWENDOLEN ROAD, LEICESTER.
Phone 36117-9. 910-388

WELCH'S GARAGE (STAPLEFORD), LTD.

- 1955 A.E.C. 8-wheeler 24-ft. flat platform, reconditioned engine, general condition very good, in primer, £1,400.
1955 BEDFORD S-type 10-ton tractor with Scammell couplings, 300 Bedford diesel engine, also same but fitted B.M.C. diesel, £280 each.
1955 BEDFORD with R6 engine, £225.
THESE units are in good order and can be put straight to work. Scammell 23-ft. 10-ton trailer with same at £300 per trailer.

LONDON ROAD.

STAPLEFORD, CAMBS.
Phone. Shefford 3617-8-9. 910-245

Used Goods Vehicles (contd.)

S. HUGHES (COMMERCIAL), LTD.
LODGE GARAGE,
WHITEHALL ROAD, GOMERSAL,
NEAR LEEDS.
Phone, Bradford 681144 (six lines).

OFFER FOR IMMEDIATE DELIVERY:-

- NEW A.E.C. 9.6 8-wheeler.
NEW A.E.C. Mustang.
NEW A.E.C. Mercury, 17-ft. 3-in. wheelbase.
NEW A.E.C. Mandator tractors with 11.3 engines.
NEW ALBION Reivers, all models.
NEW ALBION Chieftains.
NEW ALBION Chieftain tractor with Scammell coupling.
NEW BEDFORD TK tractors, fitted Leyland Comet engine and 3-speed.
NEW BEDFORD TK tractor, 5-speed box, Leyland Comet engine.
NEW BEDFORD TK models, long wheelbase and tippers.
NEW E.R.F. 6LX 8-wheeler.
NEW FODEN 6LX 8-wheeler.
NEW FORD 4D 5-tonner, 160-in. wheelbase.
NEW LEYLAND Super Comet.
NEW LEYLAND Beaver tractor.
NEW ALBION Clydesdale tractor with fifth-wheel coupling, Leyland Comet engine.
NEW SCAMMELL and B.T.C. 4-in-line trailers, fifth-wheel coupling, from 10-15 tons.
100 Second-hand vehicles from 1950 to 1960, including 1.6- and 8-wheelers.
LARGE stock of 1959-60 Commer, B.M.C. and Atkinson, etc., fitted with alloy bodies and double-tam gears.

SPECIAL CLEARANCE PRICES.

ENGINES, gearboxes and back axles for all types of machines.

HIRE-PURCHASE. PART-EXCHANGES.

Phone, Bradford 681144-9.

NIGHT PHONE: CLECKHEATON 2461-2.

MIRFIELD 2370.

WALES: R. COWDELL, NEWPORT 59866.

910-535

HIGHFIELDS GARAGE.

BAKER ROAD,
NORTHORPE, NOTTINGHAM.
Phone, Kimberley 3161.

S-TYPE BEDFORD-SCAMMELL articulator, 1962, rebuilt with new cab and P6 engine, etc., 1960, with 20-ft. flat trailers.
WILL separate any of the above.

S-TYPE BEDFORD, 1952, rebuilt with new cab and P6 engine, 1960, 17-ft. flat body.
DODGE 7-ton 1955 drop-side 19-ft. truck, new R6 engine.
TRADER medium-wheelbase tipper, 1959, steel body.

AUSTIN 6 x 4, all spares available.

FULL details on application.

910-124

WILD, CONDON, L. TD.

HANLEY, STOKE-ON-TRENT.
Phone 23434-5.

FODEN 8-wheeler, 1959, drop-side, single drive, 12-speed box, 9.00 x 24 tyres, in excellent condition.
FODEN 8-wheeler tipper, 1952, new fixed steel high-side body, double drive, 10.00 x 20 tyres.
E.R.F. 8-wheeler, 1960, drop-side, Gardner LX engine, double drive, 9.00 x 24 tyres.
FORD Trader 6D boxvan, 1959, 800 cu. ft., rear shutter. 914-6053

TOM BYATT (STOKE), LTD.

OFFER SUBJECT TO BEING UNSOLD. THE FOLLOWING USED COMMERCIAL VEHICLES. THREE MONTHS' GENUINE WARRANTY.

- 1957 BEDFORD 7-ton long-wheelbase twin ram tipper, Commer engine, first-class condition.
1955 THORNYCROFT 7-ton tipper, 15-ft. 6-in. double drop-side body, diesel, very good condition, £400.
1959 BEDFORD 7-ton long-wheelbase diesel drop-side 2-speed axle, excellent condition.
1958 E.R.F. completely rebuilt, re-gearboxed, twin steer, in excellent condition.
1958 BEDFORD 7-ton long-wheelbase drop-side truck, diesel, 9.00 all round, 2-speed axle, excellent condition and repaired.
1955 BEDFORD petrol, long-wheelbase drop-side truck, choice of two.
BEDFORD 39 sealer workmen's coaches, choice of three, utility sound, from £125.
BEDFORD S-type, completely rebuilt, short-wheelbase chassis and cab and tipping gear, perfect, £700.
1957 BEDFORD 6-ton short-wheelbase diesel tipper, very good owner-driver, £575.
1958 BEDFORD 6-ton short-wheelbase diesel tipper, in excellent condition, £600.
1957 BEDFORD diesel 6-ton short-wheelbase tipper, £450.
1960 A.E.C. 6-wheel double-drive axle in excellent condition.

PHONE CALL OR WRITE:-

TOM BYATT (STOKE), LTD.

FENTON,
STOKE-ON-TRENT.
Phone 45881. 910-454

Used Goods Vehicles (contd.)

MARSHALLS (CAMBRIDGE), LTD.
OFFER THE FOLLOWING
USED COMMERCIAL VEHICLES:-

AT
AIRPORT GARAGE, NEWMARKET ROAD,
CAMBRIDGE.

Phone, Cambridge 56291.

- 1958 BEDFORD Busette, heater, £400.
1958 BEDFORD Busette, heater, £350.
1957 BEDFORD 10-12-cwt. van, £200.

AT
63 BRIDGE STREET, PETERBOROUGH.
Phone, Peterborough 66011.

- 1960 AUSTIN A55 van, green, heater, 13,000 miles, £425.
1959 BEDFORD Kenex Workabus, heater, £425.
1959 AUSTIN 3-ton forward-control diesel drop-side truck, £575.
1958 BEDFORD 6-ton drop-side truck, £700.
1957 AUSTIN A35 van, grey, heater, taxed, £285.
1940 FODEN 6-ton truck, £250.

AT
120 GOLDINGTON ROAD, BEDFORD.
Phone, Bedford 68386.

- 1959 BEDFORD Utilabrake special, £450.
1958 AUSTIN A35 van, blue, £255.
1957 Thames Trader 6D 5-ton truck, new tyres, £545.
1956 FORD 5-ton 4D truck, £340.
1954 MORRIS 10-cwt. van, £100.
1953 AUSTIN Loadstar P6, £170.
1952 DODGE P6 long-wheelbase drop-side truck, heater, £225. 910-446

WHELLERS (MOTORS), LTD.

MORRIS-COMMERIAL DISTRIBUTORS,
YEOVIL, SOMERSET.
Phone, Yeovil 2561-2-3.

- 1961, March, COMMER diesel forward-control 15-cwt. drop-side truck, as new, cost £795, taxed February, 1962, £975.
1959 MORRIS-COMMERIAL 7-ton long-wheelbase drop-side truck, £740.
1960 MORRIS-COMMERIAL 7-ton long-wheelbase chassis-cab, 9.00 x 20 tyres, power-assisted steering, flashers, etc., choice of two from £435.
1958 Thames Trader 6D tractor unit, Brookhouse coupling, £715.
SEVERAL other used vehicles in stock from 5 cwt.-7 tons.

NEW VEHICLES IN STOCK.

MORRIS-COMMERIAL 5-ton prime mover, H.D. specification (air trailer if required).
MORRIS-COMMERIAL 7-ton 160-in.-wheelbase drop-side truck. 910-244

MOYLE GARAGES, PAIGINTON.

PHONE 83456.

A.E.C.-COMMER DISTRIBUTORS.

- NEW A.E.C. Mercury 11-ft. 9-in. chassis-cab, immediate delivery.
NEW COMMER 15-cwt. high-top van, diesel.
NEW COMMER 30-cwt. van, diesel.
COMMER 15-cwt. diesel van, 1960, low mileage, forward control, £560.
BEDFORD, 1957, Boys alloy-framed drop-side body, Comet engine, £890 o.n.o.
MORRIS, 1957, 15-cwt. forward-control van, clean, £195.
AUSTIN, 1954, normal-control 5-ton P6 drop-side, £295.
1957 7-ton diesel alloy tipper, £650. 910-234

COUNTY GARAGE CO., LTD.

LOWTHER STREET,
CARLISLE. Phone 24234.

OFFER IMMEDIATE DELIVERY OF NEW

- A.E.C. Mercury tractor unit, 7.7 engine.
A.E.C. Long-wheelbase Mercury chassis-cab, 10.0 x 20 tyres, air brakes, 5-speed gearbox, 7.7 engine.
TRADER 6-cu.-yd. Edro drop-side tipper, 9.00 x 20 tyres.
USED:-

- 1959 Trader County 6-wheel drop-side body.
1958-1959 Trader 7-ton long-wheelbase chassis-cab.
CHOICE of Bedford and B.M.C. 7-ton long-wheelbase.
1957-1960, all in first-class condition, and guaranteed.
24-HOUR truck repair service on the main A6. 910-453
A39

Used Goods Vehicles (contd.)

USED COMMERCIALS AVAILABLE SOON.
DROP-SIDED AND FLAT COMMERCIALS
BEING TAKEN IN PART-EXCHANGE AGAINST
A FLEET OF NEW COMMERCIALS. ALL IN
FIRST-CLASS CONDITION. WHY NOT PLACE
YOUR INQUIRIES IN ADVANCE AND SEE THE
VEHICLES WHICH WILL BE AVAILABLE ON
JULY 1.

GUY OTTER 7 TON.
R.M.C. 5.1 DIESEL, 2-SPEED REAR AXLE.
18-FT. 6-IN. BODY LENGTH.

GUY OTTER 7 TON.
R.M.C. 5.1 DIESEL, 2-SPEED REAR AXLE.
18-FT. 6-IN. BODY LENGTH.

GUY OTTER 7 TON.
R.M.C. 5.1 DIESEL, 2-SPEED REAR AXLE.
18-FT. 6-IN. BODY LENGTH.

GUY WARRIOR 9 TON.
MEADOWS DIESEL (AIR BRAKES), 2-SPEED REAR
AXLE, 21-FT. BODY LENGTH.

DENNIS PAX 7 TON.
PERKINS P6 DIESEL, SINGLE REAR AXLE.
21-FT. 6-IN. BODY LENGTH.

DENNIS PAX 7 TON.
PERKINS P6 DIESEL, SINGLE REAR AXLE.
18-FT. BODY LENGTH.

DENNIS PAX 7 TON.
PERKINS P6 DIESEL, SINGLE REAR AXLE.
20-FT. BODY LENGTH.

DENNIS PAX 7 TON.
PERKINS P6 DIESEL, SINGLE REAR AXLE.
20-FT. BODY LENGTH.

DENNIS PAX 7 TON.
PERKINS P6 DIESEL, SINGLE REAR AXLE.
18-FT. BODY LENGTH.

DENNIS PAX 7 TON.
PERKINS P6 DIESEL, SINGLE REAR AXLE.
20-FT. BODY LENGTH.

SEDDON 7 TON.
PERKINS P6 DIESEL, SINGLE REAR AXLE.
17-FT. 6-IN. BODY LENGTH.

SEDDON 7 TON.
PERKINS P6 DIESEL, SINGLE REAR AXLE.
17-FT. 6-IN. BODY LENGTH.

B.M.C. 7 TON.
B.M.C. 5.1 DIESEL, SINGLE REAR AXLE, 16-FT. 6-IN.
BODY LENGTH.

AUSTIN 5 TON.
6-CYLINDER PETROL, SINGLE REAR AXLE.
14-FT. 6-IN. BODY LENGTH.

AUSTIN FORWARD CONTROL.
PERKINS P6 DIESEL, SINGLE REAR AXLE.
16-FT. 6-IN. BODY LENGTH.

BEDFORD 5 TON-7 TON.
PERKINS R6 DIESEL, SINGLE REAR AXLE.
17-FT. 6-IN. BODY LENGTH.

BEDFORD O TYPE, 5 TON.
BEDFORD 6-CYLINDER PETROL, SINGLE REAR
AXLE, 14-FT. 6-IN. BODY LENGTH.

BEDFORD S TYPE, 7 TON.
BEDFORD 6-CYLINDER PETROL, SINGLE REAR
AXLE, 16-FT. 6-IN. BODY LENGTH.

**ALL THESE VEHICLES ARE REASONABLY
PRICED.**

H. AND J. QUICK, LTD.
CHESTER ROAD, OLD TRAFFORD,
MANCHESTER, 16.
Phone. Trafford Park 2201. 910-440

Used Goods Vehicles (contd.)

MAYFAIR GARAGE (TAMWORTH), LTD.
COLESHILL ROAD, FAZELEY,
TAMWORTH.
Phone. Tamworth 1396-7.

NEW VEHICLES.
FORD Trader 7-ton 160-in.-wheelbase chassis and cab
fitted with 6D diesel engines and Primrose twin-steer
front axles, tipping gears and bodies available for im-
mediate fitting.
GUY Invincible 6-wheeler fitted with Gardner 6LX
engine, power steering and double drive, available as
platform truck, drop-side or tipper.
GUY Warrior light 6-wheeler fitted with A.E.C. 7.7L
diesel engine and Eaton 18800 2-speed rear axle, 15-in.
3-in. and 17-in. wheelbase chassis-cab.

USED VEHICLES.
AUSTIN B.M.C. 7-ton, 1954, fitted with 6-cylinder
diesel engine and 14-ft. 6-in. steel tipping body with
4-ft. fixed sides, ready for immediate work.
COMMER TS3, articulated unit complete with 22-ft.
platform semi-trailer, good general condition.
COMMER 1956 TS3 7-ton tipper, fitted with wooden
body 12 ft. 6 in. long, 2-ft. 6-in. sides and top hinged
tailboard, tyres and mechanical condition very good, useful
for sand and gravel.
DODGE 1959 6-ton tipper fitted with Perkins P6 engine
and 9-ft. 6-in. wooden body with 2-ft. 6-in. sides,
Teletrol underfloor gear, very good general condition.
LEYLAND Super Comet, July, 1959, tractor unit com-
plete with Scammell 25-ft. drop-side wooden-bodied
semi-trailer and fifth-wheel coupling, an exceptionally good
vehicle in very nice condition throughout.
SENTINEL 6-wheel tippers with DI engines and 19-ft.
alloy bodies; choice of two. 910-131

TILBURY'S (SOTON), LTD.
CENTRAL STATION, BRIDGE ROAD,
SOUTHAMPTON.
Phone 24731.

SEDDON DIESEL DISTRIBUTORS.
COMMER-KARRIER MAIN DEALERS (HEAVY).
PART-EXCHANGES AND H.P. TERMS.

1960 FORD Trader 6D 7-ton platform truck with
Balcro extension, 9.00 x 20 tyre equipment,
20-ft. platform body, very clean vehicle, one owner, choice
of two.
1957 COMMER TS3, fitted with platform body,
9.00 x 20 tyre equipment, air brakes, one
owner.
1956 B.M.C. 7-ton fitted with 17-ft. 6-in. platform
body, twin-spoke axle, power steering, 9.00 x
20 14-ply tyre equipment, one owner.
1956 SEDDON diesel 6-yd. tipper, 8.25 x 20 tyre
equipment, one owner.
1955 LEYLAND Comet 90 fitted with 17-ft. 4-in.
platform body, one owner.
1953 SEDDON diesel Mk. 5-L fitted with platform
body, in good condition.
1952 LEYLAND Comet fitted with 18-ft. Luton van
body, cubic capacity approximately 950 c.c.,
one C-licence owner, very good machine.

**ALWAYS IN STOCK, DIESEL, PETROL
VEHICLES FROM £100-£200.**
910-303

DINNAGES GARAGES, LTD.
MAIN FORD DEALERS.
MID-SUSSEX.
OFFER THE FOLLOWING:—

AUSTIN B.M.C., fully forward control, alloy platform
bodywork, 1955-65 model, in excellent order, one
owner, £395.
BEDFORDS, diesel, long wheelbase, 1955, very clean
and in excellent condition, £335.
1956 7-cu.-yd. BEDFORD diesel tipper.
1959 15-cwt. Thames trucks and vans, from £300.
DINNAGES, Wivelsfield Rd., Haywards Heath, Sussex.
Phone. Haywards Heath 1406-7-8 or Hasocks 3688
after 7 p.m. 910-243

1959 BEDFORD-SCAMMELL tractor unit, Leyland
diesel engine, £725.
1959 FORD 4D 3-ton Luton van, excellent condition,
£800.
1957 AUSTIN petrol 5-ton boxvan, reconditioned
engine, 2-speed axle, £300.
1948 FODEN 8-wheel drop-side truck, Gardner 6LW
engine, £500.

NORMAND, LTD.
CUMBERLAND AVENUE,
N.W.10.
Elgar 7757. 910-518

PRAILS (HEREFORD), LTD.
COMMERCIAL VEHICLE SPECIALISTS

ATKINSON AUSTIN FORD DODGE
1960 Thames Trader, 6-ton, short-wheelbase steel
bodied tipper.
1959 BEDFORD 7-ton diesel, drop-sided truck.
1958 BEDFORD 7-ton tipper, Leyland engine, all
steel body.
1957 COMMER TS3 diesel, Boys 6-wheeler drop-sided
truck, immaculate condition.
1955 DODGE 7-ton, R6, long-wheelbase tipper.
1953 ATKINSON 8-wheeler, 6LW, double-drive, 21-ft.
alloy body.
1952 LEYLAND Octopus double-drive, 24-ft. platform
body.

PRAILS (HEREFORD), LTD., Holmer Rd., Hereford.
Phone 4221. 910-325

Used Goods Vehicles (contd.)

W. HAROLD PERRY, LTD.
STATION BRIDGE,
WEALDSTONE, MIDDLESEX.

1956 BEDFORD 7-ton 6-cu.-yd. tipper, £475.
1956 SEDDON P6 Mk. III articulated unit with
10-ton trailer, £995.
1949 SEDDON P6 6-ton platform, £175.
1957 Trader 5-cu.-yd. platform tipper, £475.
1958 Trader 5-ton platform, £495.
1956 Thames 4D tipper, £345.
1955 Thames Luton van, £465.
1956 Thames 13-cwt. truck, £265.
1956 Thames 4D tipper, £345.
1956 TROJAN diesel 1-ton van, £265.

HARROW 1031.
OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS.
AND TO
5.30 P.M. SATURDAYS. 910-160

FERRARIS OF CRICKLEWOOD, LTD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

NEW 5- and 7-cwt. Thames vans.
NEW 15-cwt. Thames trucks and vans.
NEW 12- and 13-seater buses, Thames and Morris.
NEW 3- and 5-ton Thames Trader trucks.
NEW Thames Trader Lutons.
NEW MORRIS MINOR vans.
NEW 10-12-cwt. J4 MORRIS vans.
NEW 15-18-cwt. J2 MORRIS vans.
NEW 1- and 1½-ton MORRIS vans.

1954 BEDFORD 5-ton A-type long-wheelbase truck.
1947 JENSEN long-wheelbase diesel truck, rebuilt,
£225.
1956 MORRIS 1-ton diesel van. 910-136

GRAHAM BROTHERS (MOTORS), LTD.
COMMERCIAL SALES DEPT.,
OFFER THE FOLLOWING USED COMMERCIAL
VEHICLES:—

1951 BEDFORD 5-ton long-wheelbase drop-sided
truck, P6 diesel engine, £150.
1955 COMMER 30-cwt. van, petrol, in good order,
£95.
1947 BEDFORD 30-cwt. power tipper, petrol, £95.
1954 BEDFOR D7-ton long-wheelbase platform truck,
diesel, repainted blue, £325.
1960 FORD 4D normal-control tipper, drop-side
body, Edbro gear, £725.
1956 B.M.C. 15-cwt. van, petrol, £175.
1959 BEDFORD 7-ton short-wheelbase tipper, steel
drop-sided body, 300 diesel engine, £875.
1955 BEDFORD Dormobile, in good running order,
£175.

SPECIAL SHOW MODEL
BRAND-NEW and unregistered BEDFORD 3-ton for-
ward-control drop-side truck; 200 diesel engine, radio
and heater, painted grey, full manufacturer's warranty,
£1,075.
COMPREHENSIVE selection of forward control and
normal control

NEW BEDFORDS.
CONFIDENTIAL H.P. FACILITIES.
PART-EXCHANGES WELCOMED.
COMMERCIAL SALES DEPT.
799-835 CHESTER ROAD,
STRET福德,
Phone. Tra 3311. 910-6

PETERBOROUGH ENGINEERING CO., LTD.
1959 ALBION Clydesdale CD21XLW, 24-ft. platform
with straw rack, excellent condition, £1,800.
1959 COMMER TS3, 13-ft. 6-in. wheelbase, new
platform body, clean, £800.
1958 LEYLAND Comet ECOS2/4R chassis and cab,
one owner, very clean, £1,050.
1957 COMMER TS3 long-wheelbase tipper, good
condition, £550.
1956 DODGE diesel platform truck with 18-ft.
cattle container, one owner, £525.
1956 SEDDON P6 long-wheelbase drop-side truck,
clean, one owner, £395.
1954 September, E.R.F. 44C long-wheelbase drop-
side, new engine, very clean and in exceptional
condition throughout, £975.
1954 A.E.C. Mk. III Mammoth Major 8-wheel plat-
form, recent new engine.
1949 ALBION Chieftain long-wheelbase platform
truck, good order, £275.

36-42 EYE ROAD.
PETERBOROUGH.
Phone 66161. 910-538

Used Goods Vehicles (contd.)

MAYDAY MOTORS, LTD.

DODGE DISTRIBUTORS.

EARLIEST DELIVERY ALL MODELS.

- NEW DODGE 3164T 8-ton tipper, 8-cu.-yd. steel body, extras.
NEW DODGE 3133T 7-ton diesel tipper, 2-speed axle.
NEW AUSTIN 1-ton petrol van, primer, lat.
NEW Atlas Major 10-12-cwt. van, blue, extras, £520.

- 1960 BEDFORD CA van, long wheelbase, 5,000 miles, unwritten, excellent, £375.
1959 Thames 5-cwt. van, unwritten, one owner, 15,000 miles, £275.
1958 Thames 15-cwt. van, with heater, excellent order, £275.
1958 AUSTIN A101 10-cwt. van, unwritten, low mileage, excellent, £255.
1957 DODGE 6-ton diesel tipper, 6-cu.-yd. alloy body, 2-speed axle, £625.
1956 Thames P6 diesel tipper, steel body, £255.
1956 DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. body, choice of two from £565.
1955 DODGE 6-ton diesel tipper, 7-yd. steel body, reconditioned engine, £475.
1948 FORD pick-up truck, 10-year test, £55.

MAYDAY RD., Thornton Heath, Croydon, Thornton Heath 3473. 910-246

COMMERCIAL VEHICLES (BURTON-ON-TRENT), LTD.

OFFER THE FOLLOWING VEHICLES

SUBJECT TO BEING UNSOLD:-

- 1959 Trader 108-in. wheelbase tipper, low mileage, clean vehicle, one owner.
1959 E.R.F. twin steer, 22-ft. drop-side truck, in 1961 condition.
1956 COMMER TS3 18-ft. drop-side truck, 9,000 x 20 tyres, nominal mileage, well above average for its year.

VOLKSWAGEN AGENTS.

YORK DISTRIBUTORS—ALL MODELS AVAILABLE OR AT SHORT NOTICE.

HIRE PURCHASE, LOW DEPOSIT AND PART EXCHANGES.

141 NEW STREET,

BURTON-ON-TRENT.

Phones, Burton 3682 and 6681-2. 910-497

FRANK G. GATES, LTD.,

FORD MAIN DEALERS

GATES CORNER, E.18.

Wan 6633.

- 1954 DODGE P4 Luton, 1,090 cu. ft., £275.
1955 COMMER TS3 artic. unit, Scammell coupling, £375.
1954 BEDFORD 7-ton platform (petrol), £165.
1951 COMMER, petrol, 500-cu.-ft. box body, £100.
1951 COMMER 7-ton platform, alloy body (petrol), choice of two, £165.
1957 AUSTIN J2 10-cwt. van, £200.
1956 AUSTIN LD1 1-ton diesel van, £225.
1958 BEDFORD Workabus (clean vehicle), £365.
1956 BEDFORD 7-ton R6 platform, fitted 12-ton springs, £475.
1957 BEDFORD CAV van, £225.
1954 BEDFORD R6 platform, £150.
1954 BEDFORD CAV van, £125.
1957 BEDFORD Dormobile, £265.
1955 AUSTIN A40 Countryman, £228.

910-242

WILDE AND BENNETT, LTD.,

COMMERCIAL RETAIL DEALERS.

SALES. SERVICE. SPARES.

EARLY delivery on all COMMERS from 7 cwt. to 12 tons with petrol or diesel engines.

COB and Express vans choice of colours.

15-CWT vans, choice of colours.

5- And 7-ton short-wheelbase and medium-wheelbase tippers.

7-TON long-wheelbase lorries, air brakes, etc.

1961 COMMER TS3 12-ton tractor and York 24-ft. semi-trailer, fifth-wheel coupling, fitted many extras, genuine mileages, 5,000 only, as brand new, cost £2,750, our price for quick sale £1,950.

1960-61 Thames Trader 7-7½-ton short-wheelbase tippers, 9,000 x 20 tyres, all extras, genuine mileages, 600-700 only, cost over £1,500 each, our price for quick sale £1,095 each, choice of three.

1960- Late, Thames Trader 6D, fitted pantechicon body, 1,300 cu. ft., small mileage, only £1,250.

1955 A.E.C. Mercury 8-10-ton long-wheelbase lorry, excellent condition, with special A licence South Wales area.

NEW COMMER TS3 7-ton long-wheelbase lorry, with special A licence, South Wales area.

1947 BEDFORD Duple Vista 29-seater luxury coach, immaculate condition, certificate of fitness 1963, £250.

TERMS AND EXCHANGES.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356.

910-314

Used Goods Vehicles (contd.)

SPA GARAGES (LEEDS), LTD.

MEANWOOD ROAD, LEEDS, 7.

Phone 54884-5; evenings 688516.

FOR

ALBION-LEYLAND-COMMER.

NEW COMMER TS3 chassis and cab, 13-ft. 6-in. wheelbase, 9,000 x 20 tyres, 5-speed gearbox, helper springs, heater, etc., for immediate delivery.

1958 BEDFORD 7-ton long-wheelbase, Comet engine, 9,000 x 20 tyres, drop-side body.

1957 AUSTIN B.M.C. 7-ton, 9,000 x 20 tyres, 2-speed axle, power steering, Balco extension, 20-ft. drop-side body.

1957 FORD Trader short-wheelbase 7-ton, under-floor tipping gear, steel body with detachable sides.

1956 AUSTIN B.M.C. 7-ton, 8.25 x 20 tyres, Balco extended with 20-ft. platform body.

1956 ALBION Chieftain, 8.25 x 20 tyres, platform body.

1955 BEDFORD chassis and cab, Balco extension, petrol engine.

1955 ALBION Reiver, Leyland engine, 8.25 x 20 tyres, 22-ft. platform body.

1955 ALBION Reiver, Albion engine, 8.25 x 20 tyres, 22-ft. platform body.

1955 THORNycroft Trident, diesel engine, 9,000 x 20 tyres, 20-ft. platform body.

1954 ALBION Victor, 8.25 x 20 tyres, 20-ft. alloy platform body.

1954 BEDFORD 5-ton, P6 engine, 14-ft. platform body.

1953 FORD Thames, long wheelbase, P6 engine, 8.25 x 20 tyres, drop-side body.

1950 910-473

CHASESIDE MOTOR CO., LTD.,

GREAT CAMBRIDGE ROAD,

ENFIELD, MIDDLESEX.

FORD MAIN DEALERS.

Phone, Enfield 3456.

1954 7-ton long-wheelbase DODGE diesel truck, 5-speed gearbox, engine completely overhauled, in excellent condition, £375.

1958 2-ton diesel FORD Thames van, in good condition, one owner, C licence, £425.

1953 Thames Cost Cutler long-wheelbase 3-ton truck, heavy-duty equipment, £150. 910-308

L. A. MITCHELL (MOTORS), LTD.,

DODGE DISTRIBUTORS.

PERKINS DIESEL SIGNHOLDERS.

1957 DODGE diesel 6-ton long-wheelbase chassis and cab, fitted with Duramint boxvan, £525.

1958 DODGE diesel 6-ton double-drop-side truck, £495.

1958, September, Thames Trader tipper, 6-cu.-yd. steel body and Anthony gear, £575.

1956, December, MORRIS 30-cwt. petrol truck, exceptional condition, £240.

1 BALHAM HIGH RD., S.W.12. Phone, Balham 2234. 910-215

T.G.B. MOTORS, LTD.,

PRIMROSE GROUPS SALES.

CLITHEROE ROAD,

WHALLEY.

Phone, Whalley 3315.

IMMEDIATE DELIVERY.

GUY Warrior light 8-wheeler, 17-ft. 9-in. wheelbase, 7.75 A.E.C. Eaton 2-speed.

GUY Otter, 9-ft. 9-in. wheelbase, 4LK, 2-speed axle.

GUY Warrior, 10-ft. 6-in., 15-ft. 9-in. wheelbase, alternative 375 Leyland or 7.75 A.E.C.

DODGE 3164Y, complete with tipping gear.

USED VEHICLES.

1957 COMMER platform vehicle, Boys third axle.

1959 LEYLAND Octopus, 24-ft. drop-side body.

ALLOY underframe platforms, Primrose steer and third axles. Syndromic lubrication systems fitted, painting and lettering, etc.

PART-EXCHANGES and hire-purchase arranged. 910-463

JEFFREYS COMMERCIAL MOTORS

OFFER

NEW VEHICLES

FOR

IMMEDIATE DELIVERY.

BEDFORD 7-ton extra-long-wheelbase diesel, 18-ft. drop-side body.

BEDFORD 35-cwt. diesel drop-side truck.

BEDFORD 7-ton J-type P6 diesel tipper.

USED VEHICLES.

1958 BEDFORD 6-ton diesel tipper.

1954 BEDFORD 7-ton long-wheelbase diesel Upper.

1956 ALBION Reiver, long wheelbase.

1957 ALBION Reiver, long wheelbase.

1955 LEYLAND Octopus long-wheelbase 8-wheeler.

JEFFREYS COMMERCIAL MOTORS,

NEATH ROAD.

Phone, SWANSEA 72415 (three lines).

910-547

(Supplement)

Used Goods Vehicles (contd.)

1958 COMMER TS3 standard tipper, 900 x 20 tyres, air brakes.

1958 COMMER TS3 12-ton tractor.

1957 COMMER TS3 12-ton tractor.

1957 COMMER TS3 Unipower drop-sider, in very good order.

1955 AUSTIN diesel 2-ton truck.

1954 COMMER TS3 drop-sider.

1952 COMMER (petrol) 10-ton tractor.

1957 AUSTIN (petrol) 2-ton truck.

1953 BEDFORD 7-ton petrol tipper.

1951 VULCAN P6 drop-sider.

1954 LEYLAND Comet long-wheelbase tipper.

1952 BEDFORD Scammell (Comet) tractor.

NEWCASTLE (STAFFS) MOTOR CO., LTD.,

NEWCASTLE ROAD,

TRENT VALE.

STOKE-ON-TRENT.

910-537

COUNTY OAK SERVICE STATION, LTD.,

VAUXHALL-BEDFORD MAIN DEALERS,

LONDON ROAD, CRAWLEY, SUSSEX.

Phone, Crawley 25475-6-7.

1959 BEDFORD Workabus, many extras, one owner, £400.

1959 AUSTIN A35 van, £315.

1959 6-cwt. STANDARD van, £250.

1959, November, long-wheelbase BEDFORD Workabus, one owner, £450.

1958 BEDFORD van, £225.

1958, October, FORD 7-cwt. van, one owner, £285.

1958 BEDFORD 5-ton truck, petrol, excellent condition, £185.

1957 BEDFORD Workabus, £265.

1957 STANDARD Vanguard van, £185.

1957 7-ton DODGE diesel tipper, very good condition, £575.

1957 BEDFORD 5-ton truck, petrol, excellent condition, £345.

1957 AUSTIN 152 15-cwt. vans, choice of five, £330 each. 910-396

HENDY FOR FORD.

BRITAIN'S FIRST MAIN DEALER.

EARLY DELIVERY OF ALL THAMES MODELS.

NEW 5- AND 6-YD.

TRADER TIPPERS.

USED TRUCKS.

1957 BEDFORD diesel 5-ton truck, £610.

1956, December, BEDFORD artic. unit (R6) with 25-ft. trailer, Scammell, £820.

1957 BEDFORD artic. (Leyland Comet) with 25-ft. trailer, £900.

1955 FORD 4D 4-ton truck, £150.

1955 BEDFORD diesel 7-ton truck, £310.

1954 DODGE 5-ton diesel truck, aluminium platform body, £290.

1954 FODEN 5-ton truck, alloy body, Gardner 4LK engine, £290.

PERCY HENDY, LTD.,

VINCENTS WALK, SOUTHAMPTON 28331.

THAMES HOUSE, CHANDLERS FORD 2271.

910-397

COMMERCIAL, 1959 (September), long-wheelbase drop-side truck, 18-ft. body, air brakes, 9,000 x 20 tyres, mileage 40,000, must be cheap at £750.

FODEN 8-wheel tipper, alloy body, 2-stroke engine, in good order, having been the property of large public body, ideal for coal, coke, etc., offered at £850.

COMMERCIAL 6-wheeled bulk tippers, 5-speed, air brakes, choice of two, must be seen, one as new, one 1960 the other 1959.

FORD 7-ton short-wheelbase tippers, one 1960 and two 1959, mileages 16,000 and 25,000, steel bodies and Edro gears.

DODGE 6-wheeled tipper, Boys axle, 1956 machine, double ram, Edro gear, 2-speed axle, cheap and ready for work at £650.

G. GRANTHAM COMMERCIALS, 97 Barrowby Rd., Grantham. Phone, Grantham 133. 910-94

ATKINSON VEHICLES (SCOTLAND), LTD.,

CARLISLE ROAD,

AIRDRIE 2881-2-3.

NEW ATKINSON tractor, 9.6 A.E.C., 6-speed box, double helical axle, plate fitted, dead man's hand.

1956 FODEN 8-wheel, double-drive, 12-speed box, 6LW engine.

1956 ATKINSON 8-wheel double-drive tipper, 6LW.

1954 ATKINSON 4-wheeler, fitted P6.

DISTRIBUTORS FOR

NORTHERN TRAILER CO., LTD.

NEW tandem 27-ft. trailer, 10.00 x 20 tyres.

NEW 14-ton 25-ft. trailer, 10.00 x 20 tyres.

910-441

A41

Used Goods Vehicles (contd.)

RUMSEY, L. LTD.
FORD MAIN DEALERS.
COMMERCIAL SALES DEPARTMENT,
55-61 VICTORIA STREET,
BRISTOL, 1.
Phone 294441 (10 lines).

USED COMMERCIAL VEHICLES.

ALL REPAINTED AND LETTERED TO SUIT CLIENTS.

1959 Trader 30-cwt. diesel truck, 11,000 miles only, £695.
1949 3-ton Thames insulated meat van, 4-cylinder petrol engine, £225.
1956 BEDFORD 10-12-cwt. van, engine recently overhauled, £205.
FORDSON 10-cwt. van, repainted green, ladder rack and heater, £100.
SEVERAL others from which to choose.
TERMS, exchanges. Contract hire.

NEW COMMERCIAL VEHICLES.

10-12- and **15-cwt.** vans, pick-ups, painted and primer.
THAMES caravan conversions, 4-berth, all accessories, immediate delivery, Kenex Carefree and Martin Walter Dormobiles.
TRADER 75 6D 7½-ton long-wheelbase chassis-cab.
TRADER 6D 7-ton 6-cu.-yd. Anthony tipper.
TRADER 6D 7-ton long-wheelbase truck.
EARLY deliveries, all models. 910-548

OVER HALL GARAGES, L. LTD.

VAUXHALL AND BEDFORD DEALERS.

1960 COMMER 15-cwt. diesel van, one owner, low mileage.
1957 BEDFORD 5-ton tipper, petrol, one owner, very good order.
1954 AUSTIN 3-ton drop-side truck, reconditioned engine, good tyres.
1953 A.E.C. 8-wheeler tipper, 24 cu. yd., reconditioned 9.9 engine, well tired.
1952 1955 BEDFORD 7-ton short-wheelbase tippers, diesel, 12-cu.-yd. alloy body, well tired, one owner.

SELECTION 1958-59 Ford and Austin 15-cwt. vans.

NEW 15-cwt. BEDFORD van.

OVER HALL GARAGE, L. LTD.

STAINES ROAD, BEDFORD, MIDD^X.
Ashford 5741 910-380

HENSMANS, LTD., Brentwood 5252, offer:—

1960 Thames Trader artic unit with York 12-ton 25-ft. flat platform trailer, low mileage, good condition, £1,550.
1958 AUSTIN A55 truck, reconditioned engine, repainted green, £310.
1957 BEDFORD Utilabake 12-seater, blue, good condition, £320.
1956 THAMES 4-ton 4D boxvan, one owner, £270.
1956 MORRIS-COMMERICAL 3-ton diesel, £280.
1953 DODGE 5-ton platform, P6 engine, £230.

IMMEDIATE delivery:—

NEW MERRIWORTH 12-ton 25-ft. straight-frame platform trailer, Scammell coupling, 9.00 x 20 tyres. 910-5

S. PURLING MOTORS CITY offer:—

1960 BEDFORD 4-berth caravan.
1959 BEDFORD CA Workabus.
1959 BEDFORD Utilabake special.
1959 Thames 4D 2-ton van.
1955 BEDFORD (petrol) 1,500-cu.-ft. furniture van.
S. PURLING MOTORS CITY, 176-179 Shoreditch High St., London, E.1. Shoreditch 8433. 910-282

J. URQUHART AND SON, L. LTD.

BUTTS ROAD,
Phone, Alton 2838.

MAIN BEDFORD DEALERS.

OFFER THE FOLLOWING VEHICLES:—

NEW
BEDFORD 7-ton TK drop-side Telehoist tipper, 300 diesel, list price.
THE new BEDFORD 4 x 4 forward-control fixed-sided tipper, 9.00 x 20 tyres, list price.
USED
1959 BEDFORD J6 normal-control 7-cu.-yd. drop-side steel tipper, Telehoist gear, very good truck, £885.
1956 B.M.C. 7-ton drop-side truck, fitted 2-speed axle, power steering, very tidy, £360.
1955 BEDFORD 7-ton long-wheelbase truck, 300 petrol engine, good tyres, very sound all over, £195.
1955 BEDFORD 5-ton drop-side truck, P6 engine, very tidy, £290.
1955 Thames 4D 4-ton cattle truck with tail and side ramp, suitable for horses, £310. 910-500

Used Goods Vehicles (contd.)

HILLS.

A.E.C. Monarch Mk. III chassis-cab, 16-ft. 3-in. wheelbase, late-type Mercury (II) unit, first registered July, 1953.
BEDFORD 35-cwt. coachbuilt drop-side truck, diesel, 4,750 miles only, first registered 1960, £665.
BEDFORD 5-ton normal control coachbuilt platform lorry, a superior vehicle, one owner, first registered June, 1960, £745.
BEDFORD 7-ton drop-side truck, diesel, first registered May, 1957, £565.
EYLAND Comet alloy platform lorry, first registered November, 1955.
SEDDON diesel Mk. 7 3-ton platform lorry, one owner, C-licence operator, first registered 1954.
THAMES Trader 6D tractor with S.A.E. fifth-wheel coupling, first registered December, 1959.

HILLS.

PORT STREET,
PICCADILLY, MANCHESTER, 1.
Central 4311. 910-328

QUANTITY 1959 and 1960 BEDFORD tippers, long- and short-wheelbase.
VARIOUS tractors and flats. View by appointment.

1953 LEYLAND Royal Tiger, 41-seater.

1953 CROSSLEY 37-seater Churchill.

HACKETT'S DISPOSALS, L. LTD.

ACE OF SPADES GARAGE,
BUTLEY, NEAR MACCLESFIELD.
Phone, Prestbury 89643. 910-452

GILBERT RICE, L. LTD.

MAIN FORD DEALERS,
HORSHAM, SUSSEX.

1960 FORD 7-ton 7-cu.-yd. tipper, £850; choice of two.
1959 B.M.C. 7-ton 7-yd. tipper, 2-speed axle, £850.
1958 FORD 7-cwt. van, £270.
1960 FORD 5-cwt. van, £310.
1959 FORD Dormobile caravan, £690. 910-301

DICKINSON AND ADAMS, LUTON, LTD., Leagrave Rd., Luton, Beds. offer:—

1961 3-ton MORRIS SG diesel drop-side truck, ex demonstrator, heater, completely repainted green and silver, 6,000 miles, £725.
1958 MORRIS JB van, green, unwritten, good order, £220.
1952 FORDSON 5-ton drop-side truck, hayrack over cab, P6 diesel, good tyres, £180.
1956 MORRIS 5-ton petrol drop-side truck, recent new engine, good tyres, £230.
1956 FORDSON 4D diesel 5-ton platform truck, boiler heater, good tyres, £255.
1947 KARRIER 3-4-ton long-wheelbase drop-side truck, good condition, £75.
1953 MORRIS 5-ton drop-side truck, Saurer diesel, very good condition, £85.
1945 COMMER 2-ton drop-side truck, £25.

DICKINSON AND ADAMS, Luton 51221. 910-164

VIGO MOTORS.

1956 BEDFORD 5-ton tipper, petrol.
1953 BEDFORD 5-ton tipper, petrol.
1959 BEDFORD 15-cwt. Luton.
1959 BEDFORD Utilabake, farmers' model.
1959 BEDFORD Utilabake.
1957 BEDFORD Workabus.
1957 MORRIS Minor van.
1956 FORD 12-cwt. van.
VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 910-133

5-30 Cwt., various commercial vehicles, prices from £50, including selection of Lutons, L. H. Spring and Co. Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 8575. 910-280

CAPITAL MOTOR CO. L. LTD.

TOTTENHAM LANE,
HORNSEY, N.8.
Phone, Mou 3451.
BEDFORD MAIN DEALERS, SCAMMELL DISTRIBUTORS.

NEW TK BEDFORDS in stock include:—

7- And 7½-ton 18-ft. trucks.

7-TON tippers.

3-, 4- and 5-ton trucks.

USED vehicles in stock.

1950 AUSTIN 30-cwt. van, fair condition, good tyres, £57 10s.
1954 BEDFORD 7-ton Mk. II R6 diesel with platform body in good, clean working condition, £325.
1954 AUSTIN 5-ton platform lorry, P6 diesel, Marshall's forward-control cab, in good, clean working order, £200.
1959 AUSTIN Omnicoach, fitted heater and extras, finished in green, excellent all-round condition, £425.

PHONE, MOUNTVIEW 3451. 910-339

Used Goods Vehicles (contd.)

HANGERS.

SELECTED USED COMMERCIALS.

TRADER 108-in. tipper, 1958, 6-cylinder petrol, 5-cu.-yd. steel body, £295.
COMMER Luton van, 3-ton, diesel, 950 cu. ft. capacity, repainted, excellent condition, £350.
TRADER, 108-in. wheelbase, 1958, 5-cu.-yd. steel-bodied tipper, 6-cylinder diesel, £355.
BEDFORD 12-seater Workabus, long wheelbase, delivery mileage only, 2-tone, as new, £120 below list, £525.
TRADER 4-ton long-wheelbase truck, 4D engine, specimen, one fastidious owner, real beauty, £485.
MORRIS 30-cwt. petrol chassis-cab, converted special caravan body as living home, 3-berth, Calor gas and electric, hand-pumped water supply, tiled shower and washroom, Full Calor gas stove and sink unit, wardrobe and ample storage cupboards, interior toilet, gasfire point; genuine 3,000 miles, cost over £2,240, really worth seeing. Ideal for caravanning, county shows, open site exhibitions, etc., price £675.
Many others to choose from. All new Thames commercials now available.

HANGERS.

FORD DISTRIBUTORS.

187 BROAD STREET, BIRMINGHAM, 15.
Midland 7131. 912-6074

WALTON MOTORS. WALTON MOTORS.

£600. 1956 (Model E.R.F.-SCAMMELL tractor, fitted 4LW Gardner engine, 2-speed axle.
£275. 1956 A-type diesel BEDFORD short-wheelbase tipper, one owner.
£185. 1953 B.M.C. diesel short-wheelbase tipper.
£190. 1956 (December) FORD 4D diesel 4-ton lorry.
£100. 1951 DENNIS Pax diesel flat lorry (ex-C.W.S.).
£125. 1951 SEDDON diesel flat lorry.
£100. 1953 BEDFORD bullnose diesel Scammell tractor.
£395. COMMER Q7 articulated, petrol, complete with streamline large Carrimore van trailer, very clean outfit, ex-private user.
WALTON MOTORS, 255 Walton Lane, Liverpool, 4. 910-513

ANDERSON AND BLAKE, Southfield Garage, Eynsham, phone 271, offer:—
1956 FORD 4D tipper, £195.

1955 B.M.C. 3-4-litre diesel, 15-ft. platforms, choice of five from £135.
1948 E.R.F. 8-wheeled 24-ft. platform, Gardner 6LW, £330.
1946 ATKINSON 8-wheeled Gardner 6LW 24-ft. platform, £325.
1957 FORD 4D, Scammell hitch, choice of two from £175.
1957 BEDFORD A-type, 300 diesel, 16-ft. low-loading trailer, £425.
1951 BEDFORD 2-ton van, choice of two from £75.
1955 B.M.C. 3-4-litre diesel 16-ft. boxvan, choice of two from £159.
1951 DODGE drop-sided truck, Eaton 2-speed axle, £150.
1956 B.M.C., Eaton 2-speed axle, chassis-cab, £250.
BEDFORD ex-Ministry of Supply boxvan, 12 ft. 6 in., unregistered, £125.
AUSTIN Loadstar ex-Ministry drop-side trucks, choice of two from £200.
ANDERSON AND BLAKE, Southfield Garage, Eynsham. Phone 271. 910-376

1960 BEDFORD York third axle 22-ft. drop-side body, as new.
1960 DODGE 7-ton tipper, Comet engine, 2-speed (two).
1960 DODGE, Boys third axle, drop-side lorry.
1960 A.E.C. 6-wheel bulk coal tipper, as new.
1958 E.R.F. LW 4459.
1955 E.R.F. 5LW twin steer.
ALSO large selection of used vehicles for all purposes.
DUROSE GARAGE, Brymbo Rd., Cross Heath, Newcastle, Staffs. Newcastle 51331. 910-467

FORD AND SLATER (LINCS), L. LTD.

MACAULAY STREET, GRIMSBY.
LEYLAND. ALBION. SCAMMELL.

1948 LEYLAND Beaver flat platform.
1957 B.M.C., drop-sided bodies, power steering, 2-speed axle (choice of two).
1956 FORD D flat platform.
1957 COMMER TS3 (choice of two).
1959 August, FORD Trader, flat platform.
1959 May, LEYLAND Comet (long-wheelbase), drop-sided.
1955 LEYLAND Comet (normal control) drop-sided.
1955 DENNIS Centaur 18-ft. 6-in. flat platform.
1958 BEDFORD long-wheelbase tipper.

FORD AND SLATER (LINCS), L. LTD.

MACAULAY STREET, GRIMSBY.
Phone 57181. 910-387

Used Goods Vehicles (contd.)

PERCY D. SLEEMAN, L.T.D.
LONDON COMMERCIAL DEALERS.
NEW IMMEDIATE DELIVERY.

- 7-TON COMMERCIAL long wheelbase, 9.00 x 20 tyres.
7-TON COMMERCIAL 13-ft. 6-in. wheelbase chassis-cab, 9.00 x 20 tyres, 5-speed gearboxes and air brakes.
COMMERCIAL tractor with Scammell couplings.
COMMERCIAL 15-cwt. van.
COMMERCIAL 30-cwt. van.
COMMERCIAL Cab.

91 COWLEY ROAD.
UXBRIDGE, MIDDLESEX.
UXBRIDGE (UX) 37847.

After hours. Iver 561 or Beaconsfield 1081. 910-431

SPURLING MOTORS (CHISWICK), L.T.D.
(CHISWICK FLYOVER).

FOR Quality Tested used vehicles.

- 1959 BEDFORD standard Utilabrick, 20,000 miles, one owner, in exceptional condition, £410.
1958 COMMERCIAL Karrier 3-ton diesel boxvan, 350 cu. ft. separate cab, very clean vehicle.
1958 BEDFORD CA van, one owner, first-class condition, choice of several.
1958 BEDFORD 15-cwt. Hawson van, 7,000 miles from new.
1958 7-ton Thames Trader diesel platform truck, clean condition, £550.

BEDFORD HOUSE,
CHISWICK HIGH ROAD,
CHISWICK, W.4.
Chiswick 6741. 910-360

AERODROME AUTOS.

- 1958 AUSTIN 1-ton diesel van, one owner, excellent condition, £325.
1960 (Registered) BEDFORD A-type 35-cwt. van with windows and seats, excellent condition, £165.
1960 FORD 10-12-cwt. van, 5,000 miles only, one owner, excellent condition, £395.
1958 FORD 30-cwt. truck, one owner, excellent condition, £295.
1958 FORD 5-cwt. van, one owner, £225.
1958 WATFORD WAY, Hendon, N.W.4. Sun 0071-4020
GARDNER engine and gearbox, all complete, very good order, price £140.
BEDFORD-SCAMMELL tractor, 1956, new Comet engine fitted, done 20,000 miles only, price £425.
8-TON Dyson drawbar trailer, iron sidealls, good condition, price £140.
SEDDON long-wheelbase 17-ft. 6-in. flat, 1947, offers.
ALSO a quantity of spares for Seddons, cabs, engines, axles, etc., cheap to clear.
EDWARD SYKES, Cooper Street Garage, Dukinfield, Cheshire. Phone, Ashton 2640 and 1456; night number, 1961. 910-6050

- 1957 E.R.F. 449, 20-ft. platform, good condition.
1958 SEDDON 15-10, Gardner 4LW engine, 20-ft. flat.
DODGE 6-wheeler, Boys extension, 1959, high-sided coil tipping body, R6 engine, good condition.
1957 BEDFORD 7-ton, 300 diesel engine, long wheelbase, good condition.
1959 DODGE 7-ton 20-ft. drop-side.
MANY other vehicles. Hire-purchase terms arranged.
WHEATLEY AND FARROWS GARAGES, L.T.D., Stamford, Lincs. Phone, Stamford 2104-5. 910-75

- 1956 LEYLAND 8-wheel Octopus, double drive, air brakes, fitted Tecalemit automatic lubrication, a really first-class job with immaculate bodywork, £1,550. (Late), as above, with automatic lubrication, £1,550.
1956 LEYLAND Hippo 6-wheel, very good order throughout, double drive, £950.
1955 SCAMMELL, 6LW Gardner, excellent order, tractor with tandem axle, Scammell trailer, the whole outfit is excellent, a bargain offer for cash, £950.
1948 LEYLAND Beaver, 600 engine, £400.
1947 LEYLAND Beaver, interim model, fully reconditioned engine with new crankshaft just fitted, £420.
WE advise you to call and try these vehicles.
APPLY to J. Campbell Park, Ltd., Childwall Valley Rd., Gateacre, Woolton, Liverpool, 25. Phone, Gateacre 1331. 910-404

COMMERCIAL VEHICLE SALES AND REPAIRS, L.T.D.
A.E.C., B.M.C. AND YORK.

- 1959 ALBION Clydesdale CD21L, new tyres, 6-speed, heater, drop-side, 21-ft., in fine order.
1960 COMMERCIAL TS3, Scammell tractor unit, 5-speed, heater, good tyres, excellent order.
1960 LEYLAND Comet CS 3/3R chassis-cab, 6-speed, heater, flasher, in good order.
1957 COMMERCIAL TS3 7-ton platform, good order.
1959 COMMERCIAL TS3 Scammell tractor unit, good order.

CRANES CLOSE,
BASILDON.
Phone 20223. 910-422

Used Goods Vehicles (contd.)

COACHES AND COMPONENTS, L.T.D.
92-94 STAMFORD HILL, N.16.
Stamford Hill 8444.

- 1958 FORD Trader 5-cu.-yd. tipper very good condition, all new tyres.
1957 FORD Trader 5-cu.-yd. tipper, very good condition, all new tyres.
1957 BEDFORD 6-ton diesel drop-side truck, good condition.
1956 FORD 4D 1,400 cu. Luton, in very good condition.
1956 BEDFORD petrol boxvan.
WE also have a good range of used BEDFORD 15-cwt. vans and conversions. 910-417

- 1959 COMMERCIAL express delivery van, very good condition, £275.
1959 MORRIS 2-ton platform lorry, twin rears, 9,000 miles only, absolutely as new, £375. J. G. Ryan (Motors), Ltd., Hertford Rd., Barking, Essex, Ripplaway 2361-2. 910-372

- 1957 COMMERCIAL TS3s, medium-wheelbase tippers, two for £800.
1960 Trader short-wheelbase, steel bodies, choice of two, £775.
1956 Clydesdale long-wheelbase tipper, Comet engine £385.
1955 LEYLAND Comet long-wheelbase tipper, £600.
1956 E.R.F. 44G medium-wheelbase tipper, £850.
ALWAYS 20 new tippers in stock.
24-HOUR service for Pilot and Edbro tipping gears and spares.
JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 910-528

LAMBERTS OF KINGSTON, L.T.D.
MAIN FORD DISTRIBUTORS

TRADER 1959 6-cu.-yd. tipper, fully reconditioned with new steel body and tipping gear, £995.
140-A LONDON RD., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines) or Motsey 0949 after 7 p.m. 910-364

- 1960 BEDFORD 7-ton J-type, single-speed axle, medium-wheelbase tipper, steel body, £750.
1959, October, AUSTIN 7-ton B.M.C. long-wheelbase twin-ram tipper, 2-speed axle, high-sided wooden body, £850.
1959, May, COMMERCIAL 7-ton TS3 long-wheelbase twin-ram tipper, 5-speed box, £750.
1958, August, DODGE 7-ton medium-wheelbase tipper, 8-cu.-yd. steel body, Comet 90 engine, 2-speed axle, £1,100.
1955, November, SEDDON long-wheelbase twin-ram tipper, wooden body, £500.
1954, FODEN 5-ton flat, 4LK engine, £300.
1954 E.R.F. 6-wheel steer, 5LW Gardner, 5-speed box, high-sided metal coal body, £1,350.
1952 E.R.F. 6-wheel steer, 5LW Gardner, 5-speed box, high-sided metal coal body, £1,150.
1952 LEYLAND, Comet 90 engine, twin-ram tipper, new alloy high-sided coal body, single-speed axle, £450.
1953 ATKINSON 6-ton short-wheelbase tipper, 4LK engine, £400.
CRANE mobile Walkers, 6-ton full slewing, powered by 4LW Gardner and electric, 12-volt lighting and starting, usual for overwinding, everything driven by driver in cab, pneumatics front, solids rear, ideal for scrap yard or something similar, can work magnet off same, first registered 1952, £2,000.
D. SCOTT, Bolton Rd. Garage, Aspull, Nr. Wigan. Phone 45825. 910-539
1952 A.E.C. Monarch flat-platform truck, twin steering, new batteries, very good condition, £700.
1952 MORRIS 5-ton diesel truck, £220.
1959 MORRIS 11-ton diesel van, 33,000 miles, excellent condition, £515.
ROE GARAGES, LTD., Charlton Rd., Andover, Hants. Phone 2953. 910-4475
1959 BEDFORD J-type 6-yd. Anthony tipper, excellent throughout, £810.
1955 B.M.C. long-wheelbase platform, good condition throughout, £430.
REGENT GARAGE, High St., Potters Bar, Phone 2139, 9810.

Unclassified Wanted

ANY type of commercial vehicle bought for cash, also late-model, damaged vehicle. Write, 149 Mayo Avenue, Bradford, 5. Phone 27694, day or night. zzz-837
ALL types commercial vehicles, also artic. units and trailers, cash waiting. Write, 48 Endborne Rd., Liverpool, 9. Or phone, Aintree 5466. zzz-622

LARGEST BUYERS OF MODERN COMMERCIAL VEHICLES IN GREAT BRITAIN.

Wanted, any quantity of all types. We buy from the multi-combinder and the one-man operator. Best prices paid. Cash on sight, repossession collected—bought or sold on commission.

SATISFACTION GUARANTEED. LET US HAVE YOUR INQUIRIES.

W. JONES (MANCHESTER), L.T.D.

RUTLAND STREET,
SWINTON 2036 (two lines).
Telegraphic address: Moniesaver, Swinton, Lancs. 910-9984

May 26, 1961—THE COMMERCIAL MOTOR 59
(Supplement)

Used Goods Vehicles (contd.)

WANTED, 1960-61 7-ton rigid low-loading lorry suitable for machine removals. Box CM0813, care of "The Commercial Motor." 910-6025

WANTED, all types of heavy diesel-engined vehicles, cash settlement.
A. E. CONNORTON, LTD., 328 Brixton Rd., S.W.9. Brixton 7962. Pollards 2421. 910-137

REQUIRED, short-wheelbase 6- or 8-wheeler chassis and cab, suitable for making into heavy breakdown vehicle. Norths, Pontefract Rd., Leeds, 10. Phone 76809. 910-491

NOTICE to fleet owners and hire-purchase companies.

WANTED urgently, an unlimited number of late-model flats and tippers, 4-wheel and multi-wheel, cash on sight.

WILDE AND BENNETT, LTD., Hadfield. Phone, Glossop 2902-3. After hours 2356. 910-310

SPECIAL A-LICENCE VEHICLES

NEW COMMERCIAL TS3 7-ton long-wheelbase lorry, with special A licence South Wales Area.

1955 A.E.C. Mercury 8-10-ton long-wheelbase lorry, excellent condition with Special A licence South Wales Area.

WILDE AND BENNETT, L.T.D.
HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.
AFTER HOURS 2356. 910-311

NEW GOODS VEHICLES

A.E.C.

PRIMROSE Third Axles for your A.E.C. See your agent or write Primrose Group Sales, Clitheroe Rd., Whalley, Lancs. Phone, Whalley 3315-6-7. zzz-798

A.E.C.

KAYS OF DERBY.

A.E.C. NEW CHASSIS.
A.E.C. SPARES STOCKISTS.
A.E.C. SERVICE AGENTS.
THE LARGEST IN THE MIDLANDS.

ALWAYS LARGE QUANTITIES OF NEW TRUCKS FOR IMMEDIATE DELIVERY.

CONTACT US FIRST.

ASHBOURNE ROAD,

DERBY. 910-119
Phone 40681.

NEW A.E.C. 8-wheeler, delivery from stock.

T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, Birmingham. Phone, Broadmead 1840. 910-67

CENTRAL GARAGE (UPPINGHAM), L.T.D.

MARKET PLACE,

UPPINGHAM.

Phone, Uppingham 3296-7-8.

A.E.C. AUTHORIZED DEALERS.

SPARES STOCKIST.

WE have in stock for immediate delivery subject to remaining unsold.

- A.E.C.** Mercury 8-ft. 9-in. wheelbase, tractor units. Park Royal cabs, air brakes.
A.E.C. Mercury, 16-ft. 3-in. wheelbase, chassis-cab air brakes.
A.E.C. Mammoth Major 8-wheel bulk coal tippers, double drive.
A.E.C. 8-wheel Mammoth Major 17-ft. 4-in. wheelbase, double drive chassis-cab, fitted Michelin 9.00 x 20 tyres, overdrive, gearbox.
A.E.C. Morris Major 8-wheel, 24-ft. platform.
A.E.C. Marshall 6-wheel double-drive tippers or flats.
ALL other A.E.C. models for immediate delivery. 910-40

- A.E.C.** Marshal, 15 ft. 3 in.
A.E.C. Mercury Mk. II, 11 ft. 6 in.
A.E.C. Mercury Mk. II, 17 ft. 3 in. wheelbase.
A.E.C. Mammoth Major 8-wheeler.

VINCENTS OF YEovil, L.T.D.

PHONE YEovil 2091. 910-390
A43

New Goods Vehicles (contd.)

COMMERCIAL VEHICLE SALES AND REPAIRS (ESSEX) LTD.

A.E.C.

AUTHORIZED DEALERS, SPARES STOCKISTS AND
OFFICIAL REPAIRERS.

CRANES CLOSE,
BASILDON, ESSEX.
Phone, Basildon 20223-4-5.

FOR IMMEDIATE DELIVERY.

A.E.C. Mercury Mk. II chassis and cabs, long and
short wheelbase.

A.E.C. Mammoth Major Mk. V chassis and cabs.

A.E.C. Mandator tractor chassis, complete with a
choice of two trailers.

A.E.C. Mercury Mark II chassis complete with
alloy flat platform body, ready for the
road.

YORK 14-ton semi-trailer, model HW2.

YORK 17-ton semi-trailer, model TW2A.

910-423

IMMEDIATE delivery new Mercury 11-ft. 6-in. wheel-
base chassis-cab, fitted Tecalemit lubrication.

MERCURY 11-ft. 6-in. wheelbase, fitted Pilot gear and
drop-side 81-cu.-yd. steel body.

PANTDU MOTOR SALES LTD., Pantdu Garage,
Port Talbot, Cwmavon 378-379.

910-56

A.E.C. Mercury 16-ft. 3-in. wheelbase chassis-cab,
air brakes.

A.E.C. Mammoth Major 8-wheeler long-wheelbase
chassis and cab.

BOTH vehicles for immediate delivery.

CENTRAL GARAGE, Barnsley Rd., South Elmsall, near
Pontefract. Phone, South Elmsall 276-7-8.

910-472

ALBION

PRIMROSE Third Axles for your ALBION. See your
agent or write, Primrose Group Sales, Clitheroe Rd.,
Whalley, Lancs. Phone, Whalley 3315-6-7.

zzz-799

ALBION AND LEYLAND

NEW COMMERCIAL AND PASSENGER VEHICLES.
AVAILABLE FOR EARLY DELIVERY.

ATTRACTIVE TERMS AND EXCHANGES.
WE WELCOME YOUR INQUIRIES WHICH WILL
RECEIVE OUR PROMPT ATTENTION.
COMPREHENSIVE SPARES AND SERVICE
FACILITIES.

LONG-DISTANCE OPERATORS SPECIALLY
CATERED FOR.

MILLBURN MOTORS LTD.

GLASGOW. CARLISLE. PRESTON.
Phone, Bell 0073-6. Carlisle 2542. Longton 3255.

zzz-808

SPARSHATTS.

EARLY DELIVERIES OF THE
NEW

5-TON CLAYMORE AND

7-TON CHIEFTAIN.

PART-EXCHANGES AND DEFERRED TERMS.

TRADE INQUIRIES INVITED.

Authorized Sales and Service Depots and Agents for
the County of Sussex.

SPARSHATTS.

BOGNOR ROAD, CHICHESTER.

Phone, Chichester 4154.

SPARSHATTS.

BELLENDEN ROAD, PECKHAM, S.E.15.

New Cross 2939.

zzz-621

BROWNHILLS MOTOR SALES,

AUTHORIZED DEALERS,

ALBION, LEYLAND.

EARLY delivery of new ALBIONS.

ALBION Chieftain tractor unit, complete with 25-ft.
12-ton Scammell trailer.

BROWNHILLS MOTOR SALES,

WATLING STREET (A5),

BROWNHILLS,

STAFFS.

Phone, Brownhills 2397, 2336, 2392.

910-99

ONE new ALBION Caledonian chassis and cab.

HATTER BROS., ALBION Agents of Grays. Phone.

Purfleet 5488.

910-144

A44

New Goods Vehicles (contd.)

WARWICK MOTOR ENGINEERING CO. LTD.

ALBION CONCESSIONNAIRES.

AUTHORIZED LEYLAND DEALERS.

LET US KNOW YOUR REQUIREMENTS RE

ALBION AND LEYLAND CHASSIS.

ALSO

SCAMMELL TRAILERS.

STOKE GARAGE.

COPELAND STREET, STOKE-ON-TRENT.

Phone 47507.

910-483

ATKINSON

NEW ATKINSON 8-wheeler, Gardner 6LX, delivery
from stock.

T. J. RICHARDSON AND SONS LTD., 100 Dudley
Rd. East, Oldbury, Birmingham. Phone, Broad-

well 1840.

910-68

AUSTIN

THE CAR MART LTD.

AUSTIN COMMERCIAL VEHICLE

DISTRIBUTORS FOR LONDON AND ESSEX.

WELSH HARP, EDGWARE ROAD, N.W.9.

HENDON 6500.

And at

EUSTON 1212, STREATHAM 0054, EALING 6600.

HITHER GREEN 6111, COLCHESTER 6291.

zzz-729

ALL models, private and commercial. Prynns and
Stevens, Ltd., 57 Acre Lane, S.W.2. Brixton 1155.

zzz-631

C. G. NORMAN (COMMERCIAL) LTD.

Official AUSTIN Commercial Vehicle Distributors.

SPECIFICATIONS FOR ALL TYPES OF BODIES
SUBMITTED.

50 VAUXHALL BRIDGE ROAD.

LONDON, S.W.1.

Victoria 2211.

zzz-863

EARLY delivery of all models, Omnitruck, coach and
vans from stock. F. J. Keen and Sons, Ltd., Queen's
Circus, S.W.3. Macaulay 3373.

910-248

J. GIBBS, LTD.

AUSTIN DISTRIBUTORS AND

MAIN PARTS STOCKISTS.

ENGINEERS AND BODYBUILDERS.

Comprehensive range of Austin vehicles in stock.

LONGBRIDGE HOUSE.

BEDFORD, FELTHAM, MIDDLESEX. Feltham 6644.

zzz-0993

NEW AUSTIN A152 Omnivan with passenger seat and
heater, for immediate delivery. Lawton-Goodman, 135
Cricklewood Broadway, N.W.2. Gladstone 2226.

910-9

AUSTIN 10-12-cwt. van, immediate delivery. H. F.
Edwards, 28-34 Upper High St., Epsom. Phone 5611.

910-4

10-12-CWT. van, mid-green, fitted with passenger seat
and heater; list price.

COOMBS COMMERCIALS (GUILDFORD) LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907.

910-426

BEDFORD

PRIMROSE Third Axles for your BEDFORD. See your
agent or write, Primrose Group Sales, Clitheroe Rd.,
Whalley, Lancs. Phone, Whalley 3315-6-7.

zzz-800

C.A.C., South London's largest VAUXHALL-
BEDFORD sales-service organization.

Specialists in Bedford conversions; 12-seater utilities from
stock. TK demonstrations arranged. Immediate part-
exchange quotations. Hire-purchase to suit your
requirements.

CRUYDON AUTOMOBILE CO. LTD., London Rd.,
Croydon. Tho 3686 (10 lines).

zzz-861

WALTER W. SAUNDERS, LTD.

TWO WATERS ROAD,

HEMEL HEMPSTEAD,

HERTS.

Phone, Boxmoor 3900.

NEW BEDFORDS FOR SALE.

4-TON TK model, 135-in. wheelbase 200-cu.-in. diesel
drop-side truck, 7.50 x 16 10-ply tyres.

5-TON TK model, 135-in. wheelbase 300-cu.-in. diesel
drop-side truck, 7.50 x 15 radial tyres.

6-TON TK model chassis-cab, 151-in. wheelbase, 300-cu.-
in. diesel engine, 7.50 x 20 12-ply tyres.

7 1/2-TON TK model 120-in. wheelbase chassis-cab,
7 1/2 350-cu.-in. diesel Leyland engine, 5-speed box,
9.00 x 20 tyres.

910-6044

New Goods Vehicles (contd.)

JESSUPS (ROMFORD) LTD.

THE BEDFORD MAIN DEALERS.

FOR YOUR NEW OR USED BEDFORD.

COMPLETE RANGE, INCLUDING:—

ARTICS. AND TIPPERS

FOR

IMMEDIATE DELIVERY.

HIRE-PURCHASE FACILITIES AVAILABLE.

JESSUPS (ROMFORD) LTD.

LONDON ROAD, ROMFORD, ESSEX.

Phone, Romford 42424.

910-232

NEW BEDFORD 4-ton normal-control diesel pantech-
nicon, immediate delivery, approximately 1,000 cu. ft.

JESSUPS (ROMFORD) LTD. Romford 42424.

910-233

NORTH WORCESTER MOTORS LTD.

BEDFORD MAIN DEALERS,

WORCESTER 27781.

OFFER FROM STOCK:—

NEW BEDFORD 3-TON 135-IN. WHEELBASE.

PETROL 850-CU.-FT. LUTON PANTCHNICON.

PAINTED GREEN.

£1,425.

910-38

GORDON GARAGE (LEYTON) LTD.

NEW BEDFORD 16 S.T. diesel tipper, Telehoist gear,
4-speed box, single axle, 8.25 x 20 14 P.R. tyres,
choice of body.

BEDFORD 7 1/2-ton forward-control truck, 350-cu.-in.
engine, 167 in., 9.00 x 20 tyres.

BEDFORD 7 1/2-ton chassis-cab, 350 cu. in., 9.00 x 20
tyres.

BEDFORD 12-ton forward-control tractor unit, Leyland
engine, choice of coupling gears.

209 219 LEA BRIDGE RD., Leyton, E.10. Phone,

Leyton 8232.

910-216

K.J. MOTORS LTD.

WIDMORE ROAD, BROMLEY, KENT.

Ravensbourne 3456 (11 lines).

BEDFORD MAIN DISTRIBUTORS AND PARTS
STOCKISTS.

OPEN SATURDAYS.

NEW BEDFORD TK chassis-cab, diesel, in stock.

DEMONSTRATIONS available in 1961 TK model, the
real proof of BEDFORD value.

REASONABLE delivery on all other models.

910-278

PARKE HOUSE GARAGE.

MELTON MOWBURY.

Phone 3722-3.

ALWAYS NEW BEDFORDS

FOR

IMMEDIATE DELIVERY.

15-CWT. vans, long or short wheelbase, from £450.

7 1/2-TON TK chassis-cab, 167-in. wheelbase, 9.00 x 20
tyres, £1,573.

7-TON TK drop-side steel tipper, £1,438.

NEW 6-wheel BEDFORD for early delivery.

PARKE HOUSE GARAGE.

910-128

ORMSKIRK MOTORS, LTD.

MAIN VAUXHALL BEDFORD DEALERS.

FOR FULL RANGE OF

NEW BEDFORD TRUCKS.

SPECIALIZING IN 7 TONNERS, TIPPERS, TRACTOR
UNITS.

COUNTY ROAD,

ORMSKIRK.

Phone, Ormskirk 2551-2-3.

910-451

J. G. RYAN (MOTORS), LTD.

BEDFORD DEALERS,

HERTFORD ROAD,

BARKING, ESSEX.

Rippleway 2361-2.

FULL RANGE OF NEW BEDFORD

VEHICLES.

FOR BEDFORD TRUCKS.

PHONE, RIPPLEWAY 2361-2 FOR DEMONSTRATION.

J. G. RYAN (MOTORS), LTD.

HERTFORD ROAD,

BARKING, ESSEX.

910-371

New Goods Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.
COMPREHENSIVE RANGE OF MODELS.
AVAILABLE FROM 10 CWT. TO 12 TONS.
NEW VANS, TRUCKS AND TIPPERS.
MAIN DEALERS.
HIGH RD., PONDER'S END, MIDDX. Howard 1266
CORNARD ROAD, SUDBURY, SUFFOLK.
Sudbury 2301.
RETAIL DEALERS.
NEWPORT ROAD, CARDIFF, GLAMORGAN.
Cardiff 28734.

THE LEADING COMMERCIAL AND PASSENGER
VEHICLE SPECIALISTS. INQUIRIES WELCOMED.
PROMPT ATTENTION. BODYBUILDERS.
ARLINGTON MOTOR CO., LTD. 910-333

NEW BEDFORD 12-ton FK tractor chassis and cab.
350 cu. in. diesel engine, immediate delivery, Lee
Motors, Bedford Main Dealers. Phone, Winton 3.
910-356

B.M.C.

PRIMROSE Third Axles and Twin Steers for your
B.M.C. See your agent or write, Primrose Group
Sales, Clitheroe Rd., Whalley, Lancs. Phone, Whalley
1315-6-7. zzz-801

COMMER

PRIMROSE third axles and twin steers for your
COMMER. See your agent or write, Primrose Group
Sales, Clitheroe Rd., Whalley, Lancs. Phone, Whalley
1315-6-7. zzz-802

REGAL GARAGE (OLD KENT ROAD), LTD.
ROOTES GROUP AREA DEALERS.
SALES, SERVICE, SPARES.
Immediate or early delivery on all COMMERS from
7 cwt. to 12 tons, with petrol or diesel engines.
The largest stockists of Rootes Group spares in South
London.

814 OLD KENT ROAD, S.E.15.
NEW CROSS 4966. zzz-785

BUYING A NEW COMMERCIAL?
THEN DON'T WASTE TIME, CONSULT
HAMBLINS NOW!!!
YOU WON'T GET A BETTER DEAL.
YOU WON'T GET BETTER DELIVERY.
DO IT NOW, CONSULT HAMBLINS TODAY.
FIRST-CLASS H.P. FACILITIES FROM AS LITTLE AS
15% DEPOSIT.

HAMBLINS FOR NEW COMMERCIAL FROM 7-CWT.
VANS TO 12-TON TRUCKS.
IMMEDIATE DELIVERY.
ANY TYPE OF DEAL CONSIDERED, ANY AMOUNT
OF VEHICLES TAKEN IN PART-EXCHANGE.

HAMBLINS GARAGE.
THE COMMERCIAL PEOPLE,
RECTORY ROAD, RUSHDEN,
NORTHANTS.
Phone, Rushden 3211-3. 910-84

RAY POWELL, LTD.
MAIN ROOTES DEALERS.
AVAILABLE FOR IMMEDIATE DELIVERY.

NEW COMMERCIAL 10-ton Unipower 6-wheel chassis-cab,
air brakes, 5-speed gearbox, suitable for 24-ft. body.
NEW COMMERCIAL 7-ton 9-ft. 7-in. diesel chassis-cab,
Anthony gear, choice of body.
NEW COMMERCIAL 4-5-6-ton range, fitted with Perkins
FIX 6154 diesel engine.
NEW COMMERCIAL 30-cwt. vans, petrol or diesel.
NEW COMMERCIAL 15-cwt. vans, petrol or diesel.
NEW COMMERCIAL 15-cwt. diesel drop-side truck.
NEW COMMERCIAL 14-seat contractor's bus, diesel.
NEW COMMERCIAL 12-seat light bus, petrol.
NEW COMMERCIAL Calthorpe caravan.
NEW COMMERCIAL EDV pick-up.

EASTERN AVENUE, ILFORD, ESSEX.
Valentine 0123 (10 lines). 910-172

COMMERCIAL Cob van, silver green, immediate delivery, list
price.
PHOENIX MOTORS, LTD., Oxford Rd., Gerrards
Cross. Phone, Denham 2716, Gerrards Cross 910-287

EARLY delivery 7 cwt.-12 tons: immediate delivery
7-ton drop-side diesel, 12-ton tractor and 15-cwt.
vans, diesel; immediate delivery 7-ton tipper. Homerton
Garage, Ltd., 112-8 and 142 Homerton High St., E.9.
Amh 0236. 910-217

New Goods Vehicles (contd.)

CARRIS MOTORS, LTD.
NEW COMMERS FROM STOCK, 7 CWT TO 7 TON.

EVELYN STREET,
LONDON, S.E.8.
Tid 5172. 910-178

MANTON MOTORS, LTD.,
ADDISCOMBE 6051-6.
NEW COMMERS
FOR
IMMEDIATE DELIVERY.

7-TON 18-FT. TRUCK, DIESEL, AIR BRAKES.
9.00 x 20 TYRES, HELPER SPRINGS.
11-TON VANS, PETROL AND DIESEL.
4-TON VANS, TRUCKS, PICK-UPS.
DROPSIDERS, EARLY DELIVERY.
23-29 SHIRLEY ROAD,
CROYDON AREA DEALERS. 910-146

BREW BROS., LTD.
AREA DEALERS.
133 OLD BROMPTON ROAD, S.W.7.
Fremantle 3333.

IMMEDIATE delivery.
EXPRESS delivery van.
1 1/2-TON super-capacity van, petrol.
15-CWT, forward-control van.
DORMOBILE caravan, 4-berth.
UTILABUS PSV 12-seater. 910-162

ANCHOR MOTORS, LTD.,
Chester 22622.
FOR IMMEDIATE DELIVERY.
NEW COMMERS.

10-TON COMMERCIAL Unipower diesels, air brakes, 9.00 x
20 tyres.
7-TON ROOTES diesel.
6-TON medium diesel.
COMMERCIAL 4-ton vans, 12-seater light bus, 12-seater
P.S.V. bus, Cots and 8-cwt. Express delivery vans.

ANCHOR MOTORS,
VICTORIA ROAD,
CHESTER. 910-502

DENNIS
R. A. JORDAN, LTD.
DENNIS DISTRIBUTORS.
BEDS, HERTS, CAMBS, PETERBORO.
SALES, SPARES, SERVICE.
IMMEDIATE DELIVERY.

1961 Forward-control Condor diesel 8-ton long-wheel-
base chassis and cab, body to suit.

I'VEL WORKS,
BIGGLESWADE 2265-6. zzz-833

DODGE
PRIMROSE third axles and twin steers for your
DODGE. See your agent or write, Primrose Group
Sales, Clitheroe Rd., Whalley, Lancs. Phone, Whalley
1315-6-7. zzz-803

COTTEE AND EDWARDS (1939), LTD., Castle
Boulevard, Nottingham. Phone 46674. Distributors
for Nottinghamshire. Full range of spares available.
Service and sales. zzz-926

DODGE DISTRIBUTORS,
GLOUCESTERSHIRE, HEREFORDSHIRE
AND WILTSHIRE.

H. R. WILSON-SCOTT, LTD.,
MONK MEADOW, GLOUCESTER.
Phone, Gloucester 24447 and 8.

ALWAYS NEW MODELS AND
USED VEHICLES IN STOCK. zzz-850

COTTEE AND EDWARDS, Nottingham, for immediate
and early delivery of all DODGE models. Phone,
Nottingham 46674. 910-59

New Goods Vehicles (contd.)

NEW long-wheelbase DODGE 6-wheel end-tipper, trail-
ing axle, power steering, Leyland 375 engine, fitted
18-ft. 6-in. tipping body; delivery from stock.

BRADFORD ROAD GARAGE (LEEDS),
EMPIRE WORKS,
LEEDS AND BRADFORD ROAD.
LEEDS, 13. 910-6006

AUTOMOTIVE SERVICES, LTD., DODGE distribu-
tors, sales and service. Full range of spare parts
available. 50a Overdale Rd., Ealing, W.5. Phone, Ealing
2652-3. zzz-811

CENTRAL GARAGE (UPPINGHAM), LTD.,
MARKET PLACE,
UPPINGHAM.
Phone, Uppingham 3296-7-8.
AUTHORIZED DODGE AREA DEALERS.
WE OFFER ALL MODELS FOR
EARLY DELIVERY.
SUBJECT TO REMAINING UNSOLD. 910-39

L. A. MITCHELL (MOTORS), LTD.,
DODGE DISTRIBUTORS.
PERKINS DIESEL SIGNHOLDERS.

IMMEDIATE delivery from stock of the following
DODGE vehicles (subject to unsold):—
DODGE 8-ton short-wheelbase chassis and cab, fitted
with Leyland engine, Edbro gears and 7-yd. wooden
body.
DODGE 8-ton tipper, 7-cu.-yd. drop-side steel body,
354 Perkins engine, 18802, 2-speed axle and other
extras.
EARLY delivery of all other models.
If it's DODGE sales, spares and service, Mitchell's your
man.
1 BALHAM HIGH RD., S.W.12. Phone, Balham 2234
910-214

ISHERWOODS GARAGES, LTD.,
DODGE AND E.R.F. DISTRIBUTORS.
LARGE selection of various new DODGE vehicles for
immediate delivery.

110 BUXTON ROAD,
STOCKPORT.
Phone, Stockport 5083. 910-514

PARKER AND SON (AUTOMOBILES), LTD.,
ST. MARY'S, BEDFORD.
Phone, Bedford 68694.

DODGE DISTRIBUTORS
FOR BEDS, HUNTS, CAMBS AND NORTHANTS.
OFFER FOR
IMMEDIATE DELIVERY.
(SUBJECT TO BEING UNSOLD)
NEW VEHICLES IN STOCK.

8-TON long-wheelbase drop-side truck with 350 Leyland
engine, with or without 2-speed rear axle.
8-TON long-wheelbase chassis-cab with 350 Leyland
engine and 2-speed rear axle.
9-TON long-wheelbase chassis-cab with 375 Leyland
engine and 2-speed rear axle.
OFFICIAL Tecalemit automatic chassis lubricating
filling station.
GOOD selection of second-hand vehicles.

BRANCHES—
CLAPHAM FENTANTON ST. IVES
910-545

E.R.F.
NEW E.R.F. 44(SG) tractor unit, suitable any type
trailer, delivery from stock.

BRADFORD ROAD GARAGE (LEEDS),
EMPIRE WORKS,
LEEDS AND BRADFORD ROAD,
LEEDS, 13. 910-6007

FODEN
COTTEE AND EDWARDS (1939), LTD., Castle
Boulevard, Nottingham. Phone 46674. Distributors
for Nottinghamshire. Full range of spares available.
Service and sales. zzz-927

EARLY delivery of FODEN 8-wheeler with 6LX
Gardner engine.
FREDERICK RAY, LTD., Grovebury Rd., Leighton
Buzzard. Phone 2192. 910-305

FORD THAMES

PRIMROSE third axles and twin steers for your FORD.
See your agent or write, Primrose Group Sales,
Clitheroe Rd., Whalley, Lancs. Phone, Whalley 1315-6-7.
zzz-804

WIGGS AND SONS, LTD., for FORD sales, spares
and service. 179a Peckham Park Rd., S.E.15. New
Cross 1241. zzz-626
A45

New Goods Vehicles (contd.)

THAMES TRADERS.
ALL MODELS FOR IMMEDIATE OR EARLY DELIVERY.

W. HAROLD PERRY, L. TD.
STATION BRIDGE, HARROW.
MIDDLESEX.
Harrow 1031. zzz-857

F. H. PEACOCK, L. TD.
MAIN FORD DEALERS,
AND COACHBUILDERS.
EARLY DELIVERY OF ALL VEHICLES.
SALES, SERVICE AND INSURANCE.
219-221 BALHAM HIGH ROAD, S.W.17.
Balham 1271 (10 lines). zzz-816

FRANK G. GATES, L. TD.
FORD MAIN DEALERS,
GATES CORNER, E.18.
Wanstead 6633.

OFFER for immediate delivery:—
THAMES Trader 5-ton low-frame diesel Luton, 1,500 cu. ft. embossed aluminium body, 2-speed axle, flashers, rear shock absorbers, 28-gal. tank. 910-240

RICHARDSONS (RUGELEY), L. TD.
WOLSELEY ROAD, RUGELEY.
Phone 451-2-3.

NEW FORD Traders, trucks, tippers, delivery from stock. 50 new Ford Traders always in stock. 910-70

W. HAROLD PERRY, L. TD.
MAIN FORD DEALERS.
NEW COMMERCIAL VEHICLES FOR IMMEDIATE DELIVERY.

138-IN. chassis and cab.
4-TON 152-in. L/S chassis, windscreen.
108-IN. Trader artic. chassis-cab, 8.25 x 20 12-ply tyres.
5-TON 152-in. Trader 6D truck.
7-TON 160-in. 6D truck.
7-TON 108-in. tipping chassis-cab.
7-TON 138-in. chassis and cab.

INVICTA WORKS.
NORTH FINCHLEY, N.12.
Hil 8888. 910-826

PERRY'S OF EDGWARE.
MAIN FORD DEALERS.

THE following THAMES Traders for immediate delivery:
6 x 2 County conversion, 138-in.-wheelbase, 18-cu.-yd. fixed-side tipper with Eaton axle.
7-TON 6-cu.-yd. Anthony hoist tipper with heavy-duty equipment.
ALSO full range 2-ton-7½-ton standard trucks always in stock.

51-53 HIGH STREET.
EDGWARE, MIDD.
Edgware 2353. 910-381

CENTRAL GARAGE (UPPINGHAM), L. TD.
MARKET PLACE,
UPPINGHAM.
Phone, Uppingham 3296-7-8.

WE offer for immediate delivery subject to remaining unsold, the following:—
FORD Thames Trader 7½, 7½-ton 138-in. wheelbase, 6 x 4 County conversion, offered as bulk coal tipper or flat. 910-42

K. EENEST
TRADE-IN prices
FOR Thames
OPERATORS.
PHONE.
DARTFORD 20271.
K. T. (DARTFORD), LTD.
MAIN FORD Dealers.
THE BENT,
DARTFORD.
KENT.
A46

New Goods Vehicles (contd.)

F. H. PEACOCK, L. TD.
MAIN FORD DEALERS AND COACHBUILDERS.
5-TON 6D Trader 160-in.-wheelbase 1,350-cu.-ft. Luton.
5-TON 4D Trader 152-in.-wheelbase drop-side trucks.
5-TON 6D Trader 160-in.-wheelbase drop-side trucks.
7-TON 6D Trader 160-in.-wheelbase drop-side trucks.
7-TON 6D Trader 108-in.-wheelbase 6-yd. drop-side Edbro tippers.
7-TON 6D Trader 160-in.-wheelbase drop-side trucks.
7½-TON 6D Trader 160-in.-wheelbase chassis-cab.
6D Trader 108-in.-wheelbase artic., 8.25 x 20 tyre equipment, Eaton 2-speed.

F. H. PEACOCK, L. TD.
219-221 BALHAM HIGH ROAD, LONDON, S.W.17.
Bal 1271 (10 lines). 910-6043

THAMES Trader, all models for immediate or early delivery. Let us quote you.
COOMBS SERVICE STATION (FORD Main Dealers).
By-pass Rd., Guildford. Phone 62962. 910-165

HUBERT DEES, L. TD.
MAIN FORD DEALERS,
BRIGHTON ROAD, CROYDON.
Phone, Cro 6011.

THAMES Trader 7-ton 160-in. long-wheelbase 6D truck.
THAMES Trader 7-ton 108-in.-wheelbase 6-yd. drop-side, 9.00 x 20 tyres.
THAMES Trader 75 6D 138-in.-wheelbase chassis-cab.
THAMES Trader 75 6D 160-in.-wheelbase chassis-cab, 2-speed axle.
THAMES Trader 3-ton 118-in.-wheelbase 4D low-frame chassis-cab.
THAMES Trader artic. unit, 6D, 108-in.-wheelbase, grey cab.
TRADER 7-ton 6D 108-in.-wheelbase Edbro drop-side tipper, 900 x 20 12-ply tyres.
TRADER 5-ton 6D 152-in.-wheelbase truck. 910-32

W. HAROLD PERRY, L. TD.
STATION BRIDGE,
WEALDSTONE, MIDDLESEX.

THAMES Trader 4-ton Luton van, approximately 1,150 cu. ft., doors and tailboard, low-loading well, £1,475.
TRADER 7½-ton 160-in.-wheelbase 6D diesel chassis-cab.
TRADER 7-ton 160-in.-wheelbase 6D diesel truck.
TRADER 5-ton 152-in.-wheelbase 4-cylinder diesel truck.
TRADER 5-ton 152-in.-wheelbase 4D diesel chassis-cab.
TRADER 7-ton 108-in.-wheelbase diesel Anthony hoist 6-cu.-yd. drop-side tipper.
TRADER 7½-ton 138-in.-wheelbase 6D diesel chassis-cab.
TRADER 4-ton 4-cylinder diesel 152-in.-wheelbase low-frame, fitted with Luton van body.

HARROW 1031. 910-159

NOW three years to pay on all FORD models from Dispatch Motors, London's liveliest Ford main dealer. Southwark Bridge Rd., S.E.1. Waterloo 4959. 910-732

CHASESIDE MOTOR CO., L. TD.
GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
FORD MAIN DEALERS.
Phone, Enfield 3456.

NEW COMMERCIALS FOR IMMEDIATE DELIVERY.

5-TON 138-in.-wheelbase 4-cylinder diesel Trader chassis-cab, painted blue.
5-CU.-YD. Edbro 5-ton 6-cylinder diesel tipper. 910-309

TRADER 7-ton long-wheelbase truck, list price. Broadway Service Station, Wickford. Phone 2155. 910-296

THAMES 5-ton 108-in. 6-cylinder Anthony hoist 5-cu.-yd. drop-side tipper.
THAMES 7½-ton 138-in. chassis-cab. tipper-type rear springs; choice of three.

NORMAN REEVES (MOTORS), L. TD.
215-218 HIGH STREET,
UXBRIDGE, MIDD.
Uxbridge 3344. 910-433

C. E. M. DAY, L. TD.
LLANELLY ROAD, GARNGOCH, SWANSEA.
Phone 32781.

FOR IMMEDIATE DELIVERY.

NEW Thames Trader 6 x 4 County conversion, 138 in. to 160 in. chassis and cabs, power steering, 9.00 x 20 tyres.
THAMES Trader 6 x 4 County conversion, 160 in. to 182 in. chassis and cab, 9.00 x 20 tyres.
FULL range of County conversions available from stock. 910-316

New Goods Vehicles (contd.)

ADLARDS MOTORS, L. TD.
FORD MAIN DEALERS,
43-45 ACRE LANE, BRIXTON, S.W.2.
Brixton 6431 (six lines).

OFFER IMMEDIATE DELIVERY
OF NEW TRADER, ANTHONY AND EDBRO DROP-SIDE TIPPERS AND TRADER 7-TON CHASSIS-CABS AND TRUCKS.

EARLY DELIVERY ALL OTHER MODELS.

PLUS DAY AND NIGHT SERVICE.

WRITE, PHONE OR CALL FOR PARTICULARS. 910-415

LAMBERTS OF KINGSTON, L. TD.
MAIN FORD DEALERS.

ONE Thames Trader 160-in.-wheelbase 7-ton 6-cylinder diesel chassis-cab.
ONE Thames Trader 138-in.-wheelbase 3-ton 4-cylinder diesel chassis-cab.
EARLY delivery of trucks and vans, full commercial sales and service facilities.
140 A LONDON RD., Kingston-upon-Thames, Surrey.
Phone, Kingston 7700 (20 lines). Evenings, Elmbridge 0485. 910-365

7-TON long-wheelbase trucks, immediate delivery.
HERWIN CANNY AND CO., LTD., Woolwich 8161.
after 7 p.m., Longfield 2524. 910-361

GOGGOMOBIL

BUY your GOGGO from main distributors, London and Middlesex. New and used Goggomobil for immediate delivery. Spares and service. Mansell and Fisher, 91-95 Old Brompton Rd., London, S.W.7. Knightsbridge 7705. zzz-1111

GUY

PRIMROSE third axles and twin steers for your GUY. See your agent or write. Primrose Group Sales, Clitheroe Rd., Whalley, Lancs. Phone, Whalley 3315-6-7. zzz-805

WIGGS AND SONS, LTD., for GUY sales, spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-627

K.B. MOTORS, distributors for GUY vehicles in north-eastern England. Early delivery on most models of Guy 4-, 6- and 8-wheelers. Part-exchanges welcome. Fuel pumps and injector service for all makes. K.B. MOTORS, Benwell Lane, Newcastle. Phone 35273 (five lines). zzz-809

NEW GUY 8-wheel Invincible, new Guy Warrior 8-wheeler, immediate delivery.
T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, Birmingham, 6. Phone, Broadwell 1840. 910-66

GUY Invincible 8-wheeler, £1,000 under list. Box CM0826, care of "The Commercial Motor". 910-115

LAND ROVER

ALL models for immediate or early delivery.
COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 910-428

LEYLAND

PRIMROSE third axles and twin steers for your LEYLAND. See your agent or write. Primrose Group Sales, Clitheroe Rd., Whalley, Lancs. Phone, Whalley 3315-6-7. zzz-806

J. H. SPARSHATT AND SONS
(SOUTHAMPTON), L. TD.

THE CAUSEWAY,
REDBRIDGE, SOUTHAMPTON.
Phone, Totton 2258.

NEW
LEYLAND
AND
ALBION VEHICLES.

PART-EXCHANGES WELCOME. zzz-718

BROWNHILLS MOTOR SALES.
AUTHORIZED DEALERS.

ALBION, LEYLAND.

EARLY delivery of new LEYLAND Comet.
LEYLAND Comet tractor unit, S.A.E. coupling, 25-ft. semi-trailer.

BROWNHILLS MOTOR SALES.

WATLING STREET (A5),
BROWNHILLS,
STAFFS.
Phone, Brownhills 2307, 2336, 2392. 910-100

HERWIN'S for early delivery of Super Comet long-wheelbase vehicles. Herwin, Woolwich 8161. 910-362

MERCEDES-BENZ

DENHAM MOTOR SALES, LTD., area distributors MERCEDES vehicles. Vans, drop-side lorries in stock. Demonstrators available. Oxford Rd., Denham, Bucks. Denham 2678. zzz-701

New Goods Vehicles (contd.)

LAWLER MOTOR (SALES), LTD.
DISTRIBUTORS OF MERCEDES-BENZ
COMMERCIALS.

F FINCH STREET,
DEPTFORD HIGH STREET,
S.E.8.
Phone, Tideway 4441-2-3. zzz-623

BLACK AND WHITE GARAGES
FOR MERCEDES-BENZ TRUCKS, TIPPERS AND
VANS.

The Midlands leading Continental Depot for Mercedes-Benz, Volkswagen, Volvo, Borgward cars and commercials.
BLACK AND WHITE GARAGES.
Phone 231. 331. 416 HARVINGTON, EVESHAM.
Sales, Service, Spares, Exchanges, Insurance. zzz-627

B. AND K. THOMAS, LTD.
WEST BRIDGFORD,
Nottingham 82121.
NOTTS. LEICS AND DERBY DISTRIBUTORS FOR
MERCEDES-BENZ.
Early Delivery of all Models.

DEMONSTRATOR AVAILABLE. 913-27

CAROL'S GARAGES.
MIDLAND COUNTIES DISTRIBUTORS.
SPECIALIZED SERVICE BY WORKS ENGINEERS.
LARGEST STOCK OF SPARES IN THE PROVINCES.
DEMONSTRATIONS OF ALL MODELS.

WOLVERHAMPTON ROAD,
OLDBURY, BIRMINGHAM.
Broadwell 2825. zzz-838

MORRIS
AUTOMOTIVE SERVICES LTD., MORRIS-COMMERCIAL dealers, sales, service and spare parts. 50a Overdale Rd., Ealing, W.5. Phone, Ealing 3652-3. zzz-809

WAKEFIELD GARAGES, LTD.
INGS ROAD, WAKEFIELD.
Phone, Wakefield 6771.

NEW MORRIS (B.M.C. 5.1-litre) 7-ton 4-wheel 160-in. and 150-in. and 120-in. wheelbase chassis-cabs and platform trucks, ex stock.
NEW MORRIS (B.M.C. 5.1-litre) York 6-wheelers 17-18 ft. alloy body, ex stock.
NEW MORRIS (B.M.C. 5.1-litre) 7-ton 4-wheel 150-in. and 160-in. Milshaw 15-ft. and 10-ft. alloy tippers, 5-speed gearboxes, Eaton axles, ex stock.
NEW MORRIS (B.M.C. 5.1-litre) 7-ton 4-wheel 120-in. wheelbase chassis-cabs, fitted Milshaw and Autolift tipping gears (or complete with 12-ft. timber body).
NEW MORRIS (B.M.C. 5.1-litre) prime mover tractor, fitted Scammell automatic coupling, ex stock.
NEW MORRIS FG-type 4-ton (petrol) long-wheelbase chassis-cab, ex stock.
NEW MORRIS LDI petrol 20-cwt. vans.

PART-EXCHANGES. DEFERRED TERMS. 910-524

EAST GREENWICH GARAGE, LTD., have for immediate delivery MORRIS FG 4-ton drop-side truck, and 7-ton short-wheelbase 7-cu-yd Teicholt metal-bodied tipper, early delivery other models. Service after sales assured. Trafalgar Rd., London, S.E.10. Gre 4881-7. 910-832

New Goods Vehicles (contd.)

WRAY PARK GARAGES, LTD. Reigate 2263-4-5-6. distributors for East Surrey, part Sussex. 910-994
THE CRAWLEY DOWN GARAGE, LTD., Snow Hill, near Crawley, Sussex. Cophorne 109-110.
RETAIL dealers in MORRIS-COMMERCIAL, have in stock:—
ONE MORRIS-COMMERCIAL LD05 diesel van, immediate delivery. 910-255
ONE MORRIS J4 van. 910-315

MORRIS 3-ton Series III Cowley van, new, in Yukon grey with extra seat, list price £541 5s.; immediate delivery.
LAYTON'S GARAGE, London Rd., Bicester, Oxon. Phone 157. 910-315

SCAMMELL
CAPITAL MOTOR CO., LTD.,
THE LONDON SCAMMELL DISTRIBUTORS,
REMINGTON STREET, CITY ROAD, N.1.
SALES, SERVICE AND SPARES.

SCARAB 3-ton and 6-ton diesel and petrol units, immediate delivery.
SCAMMELL trailers, 3-12-ton, for use with Bedford and other 4-wheel tractors; early delivery.
ANDYMAN 24-ton G.V.W. articulated outfit and Routeman 14-15-ton 8-wheel rigid; early delivery.
LONDON'S largest SCAMMELL spare parts stockists.
REMINGTON ST., City Rd., N.1. (Near Angel.) 910-183
Clerkenwell 7456-9.

SPARSHATTS, Millbrook, offer:—
NEW SCAMMELL semi-trailer complete with van insulated, or Thermo King refrigerated body, available ex stock.
NEW SCAMMELL rigid 8-wheeler, complete with Thermo King refrigerated body available in five weeks, £6,950. Market loader and hanging rail available if required.
PHONE, Southampton 74947. 910-511

SEDDON
PRIMROSE Third axes for your SEDDON. See your agent or write, Primrose Group Sales, Clitheroe Rd., Whalley, Lancs. Phone, Whalley 3315-6-7. zzz-807

HALLS (FINCHLEY), LTD.,
126-902 HIGH ROAD,
NORTH FINCHLEY, N.12.

SEDDON diesel vehicles. Full range new freighters, tippers, tractors, with Perkins or Leyland engines for payloads 1-12 tons. Gardner and Cummins powered rigid and articulated and multi-wheelers up to maximum legal gross vehicle weights. Hire-purchase, part-exchange.

WRITE OR PHONE FOR BROCHURE.
HALLS (FINCHLEY), LTD.
PHONE, HILLSIDE 1044-9. zzz-877

COTTEE AND EDWARDS (1919), LTD., Castle Boulevard, Nottingham. Phone 46674. Distributors for Nottinghamshire. Full range of spares available. Service and sales. zzz-928

HILLS DIESELS, LTD.,
ONE ONLY
SEDDON 7 TON.

14-FT. 6-IN. WHEELBASE, 20-FT. FLAT, 9.00 X 20". FAVOURABLE DELIVERY DATES MOST MODELS.

HILLS DIESELS, LTD.,
MAIN SEDDON DISTRIBUTORS FOR THE NORTH
WEST AND NORTH WALES.
PORT STREET, MANCHESTER, 1.
Central 1341.
Grims, Hillscars, Manchester. 910-327

New Goods Vehicles (contd.)

NEW SEDDON, immediate delivery owing to cancellation of order, unregistered 7-ton Seddon, Leyland engine, 20-ft. flat, overdrive, 6-speed gearbox, all extras, list price.
WILKINS AND TOMKINSON, Mersey View Rd., Widnes. Phone, Hale 2355 or 2302. 910-4476

TROJAN
NEW TROJAN 20-cwt. and 25-cwt. vans, personnel wagon and rural bus; full range of spares and first-class service from:—
WILLIAMS MOTOR CO. (MANCHESTER), LTD., Trafford St., Manchester, 3. Phone, Deansgate 8781-5 for all information. zzz-615

A. SMITH (GARAGES), LTD., Blackburn Rd., Bolton. Phone, Bolton 8937. Area dealers for TROJAN and Lambretta commercials. Scottish representative, Andrew H. Smith. Phone, Darvel 461. zzz-613

NEW, for immediate delivery, 25-cwt. TROJAN van, Perkins Garages, Ltd., Leytonstone 3366. 910-239
PARK MOTORS (KINGSTON), LTD., new TROJAN 25-cwt. vans, trucks, coaches, 14-seater luxury coach, immediate delivery, spares, repairs. Surrey distributors, 187-193 London Rd., Kingston 7610. 910-219

VOLKSWAGEN
EUROPEAN CARS, LTD., distributors for London and Western districts. Early delivery van, pick-up, Microbus, Kombi and ambulances. 129-131 Brompton Rd. S.W.7. Fremantle 7722. zzz-740

FOR your VOLKSWAGEN—see the VW Centre at Ripley, distributors for all Volkswagen vehicles. The first in the U.K. to specialize exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colborne Garage, Ltd., "The Volkswagen Centre," Ripley, Surrey. Phone, Ripley 2361. zzz-801

BERKS, Oxon. For the first time, early deliveries of vans pick-ups. Full service, spares facilities. Royal Berks Motor Co., Thorn St., Reading 51326. zzz-621

UNCLASSIFIED
RICHARDSON'S.

NEW ATKINSON 8-wheeler, Gardner 6LX.
NEW A.E.C. 8-wheeler, 9.6 engine.
NEW GUY 8-wheeler, Gardner 6LX.
NEW GUY Warrior, light 8-wheeler, A.E.C. engine.
T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, Birmingham, 6. Phone, Broadwell 1840. zzz-801

NEW VEHICLES EX STOCK.
TWO A.E.C. Mustang chassis, 6-wheelers, 19-ft. wheelbase, air hydraulic brakes, synchromesh gearbox, twin steer, 10.00 x 20 14-ply tyres, heater, demister, flashing indicators, latest style cab.
ONE SEDDON Mk. 15/10/TA, Leyland 375 engine, 5-speed gearbox, air brakes, 18500, Eaton 2-speed axle, power steering, 10.00 x 20 14-ply tyres, heater, demister, flashing indicators.

IMMEDIATE DELIVERY.
ROSS GARAGES (SALES), LTD.,
PENARTH ROAD,
CARDIFF.
Phone, Cardiff 24671. 910-403

DODGE distributors and Austin commercial dealers.
1956 Thames 5-ton 4D long-wheelbase drop-side truck, £350.
1959 Thames 2-ton van, in excellent condition, £525.
1958 AUSTIN 152-ft. Omnivan, good condition, £300.
1958 DODGE 6-ton tipper, good condition, £475.
1957 B.M.C. 5-ton platform truck, good condition throughout, £350.
COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 910-429

PASSENGER VEHICLES FOR SALE AND WANTED

USED PASSENGER VEHICLES

A.E.C.

1952 A.E.C. 41-seater Birmingham Seagull body, underfloor 9.6 diesel engine, this vehicle reclaimed by H.P. company who have spent considerable money on brake and chassis overhaul, newly painted, excellent condition throughout, certificate of fitness 1962, no offers, £1,050. Lansdowne. Phone, Leytonstone 2384 for appointment. 910-384

ALBION

1950 ALBION 56-seater high-bridge decker, certificate of fitness three years, price £475.
TIGER COACHES, Dewshill Garage, Salsburgh, Phone, Salsburgh 242. 910-6047

BEDFORD

1950 BEDFORD 29-seater, certificate of fitness, redundant due to termination of contract, licensed to the end of the year, ready for work, £250 o.n.o. Omnia Transporters, Ltd., 86 High St., Bromley Phone, Ravensbourne 3000. 910-8

BEDFORD, first registered June, 1952, just recertified to 1965, 33 seats plus courier's, roof quarter lights, Formica side casings, radio, heater, maroon and cream exterior, £950 o.n.o. Baynham's Coaches, Ross-on-Wye 2993. 910-24

Used Passenger Vehicles (contd.)

1950-1 BEDFORD petrol Vega coach, 33-seater Duple body, well tyred, 7 ft. 6 in. wide, heater, maroon and cream, certificate of fitness 30.12.64, £475.

1954 BEDFORD Super Vega, 36-seater Duple body, red interior, maroon and cream, 7 ft. 6 in. wide, heater, certificate of fitness 30.5.64, £1,450.
VINCENT GREENHUGH (HEREFORD), LTD., Lyde Motor Works, Hereford. Phone 2347. 910-79

1952 BEDFORD Duple, 33 seats and courier, glass roof quarters, radio and heater, £975.
WESLEY'S BLUEBELL GARAGE, Stoke Goldington, Newport Pagnell, Bucks. Stoke Goldington 226. 910-424

1951 BEDFORD Duple coach, Formica side panels, wheel discs, good tyres, just recertified four years, £900. T. Farmery, 192 Barnsley Rd., South Elmsall, Yorks. Phone 204. 910-4481

FOR SALE, three BEDFORD Duple coaches as follows:

1958 41-seater BEDFORD luxury coach with heater and radio, £2,600.
1954 BEDFORD 38-seater coach, £1,500.
1953 BEDFORD 33-seater coach, £700.

ALL in good condition and garage maintained.

FULL particulars Waterman Brothers, Spaxton, Somerset. Phone, Spaxton 254. 911-6071

Used Passenger Vehicles (contd.)

V. COLEMAN,

166 MAIN ROAD,
SUNDRIDGE, KENT.
Braisted 291.

1959, June, BEDFORD 41-seater Super Vega, mileage approximately 30,000, one owner-driver, certificate of fitness 1966, £2,850.

1955 BEDFORD 18-seater Super Vega, one owner, taxed end of year, certificate of fitness 1965, £1,750.

1953 BEDFORD 36-seater Super Vega, 7.6 2-speed axle, one owner, certificate of fitness 1963, £1,450.

1953 BEDFORD 38-seater Yeates Riviera, excellent condition, certificate of fitness 1963, £1,450.
1948 BEDFORD 29-seater Vinta, certificate of fitness 1962, £250. 910-379

1952-53 BEDFORD Vega 33-seater full-luxury coaches with courier seats, fitted diesel engine, privately owned by large company, not used P.S.V., low mileage, seats and tyres as new, excellent condition throughout, choice of two, 8-ft. and 7-ft. 6-in. models, bargain, £800 and £900. Lansdowne. Phone, Ley 4355. 910-183

EMPRESS GARAGES AND COACHES. Disposing of the following:—
1955 BEDFORD Duple 36-seater, certificate of fitness 1964, one operator from new, £1,550. 282 King St., Hammersmith, W.6. Riv 7737

Used Passenger Vehicles (contd.)

LOOKING FOR A GOOD COACH?
THEN READ THIS ADVERTISEMENT.

WE are in urgent need of space to promote our rebuilding and expansion programme and are prepared to sell all our existing stocks of quality used coaches at absolute rock-bottom prices to clear the space required.

WE offer you a choice of top-quality vehicles at the lowest prices in the country and you are at liberty to inspect and test any coach either at our Kingston Depot or by arrangement at your premises.

All vehicles must be sold and we guarantee your satisfaction on any of the following—
1959 SBI BEDFORD Duple 41-seater, certificate of fitness 1960, red interior upholstery, fawn flooring, etc., and fitted two heaters, red and white exterior colours and excellent tyre equipment all round, mileages vary between 28,000 and 50,000, a choice of three to clear at only £2,775 each.

1958 SBI BEDFORD Duple 41-seater luxury coach, certificate of fitness 1965, green and cream exterior finish with red-down trim to interior, excellent condition throughout, one only offered to clear at £2,500.

1957 SBI BEDFORD Duple 41-seater luxury coaches, certificate of fitness to 1964 and finished in red and cream exterior colours with red interior upholstery, etc., heaters, wheel trims, public address and radio, excellent order throughout, only £2,295.

1951 BEDFORD 33-seater Duple coach, finished with excellent tyres, and in very good condition throughout, specimens, only £875 to clear.

1948-49 29 LISTER, with good certificate of fitness, choice of two to clear at £250 each.
OPPORTUNITY knocks but once, this is your opportunity to get the bargain of the year. Come to Kingston and see for yourself the outstanding value we offer. Our space is limited and so are our stocks of coaches; don't be late, phone now and arrange to see and test these vehicles for yourself.

LAMBERTS OF KINGSTON, LTD. 140a London Rd., Kingston-upon-Thames, Surrey, Phone, Kingston 7700 (20 lines) or Molesey 6949 after hours. 910-367

A. SPRINGALL, LTD.

7-FT. 6-IN. 1959 BEDFORD Duple with 300 diesel engine, excellent condition, finished red and ivory, choice of two from £2,850. H.P. arranged. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 910-225

SILVER LINE MOTORS.

VAUXHALL AND BEDFORD MAIN DEALERS.

1957 BEDFORD Duple Super Vega 41-seater, petrol, choice of three, certificate of fitness 1964.

1956 BEDFORD Duple Super Vega 41-seater, petrol, certificate of fitness 1962.

1952 BEDFORD 37-seater Gurney Nutting, reconditioned engine, certificate of fitness 1963.

1952 BEDFORD 33-seater Duple Vega, 7-ft. 6-in. body recertified.

SILVER LINE MOTORS.

MOORLANDS,

WELWYN, GARDEN CITY, HERTS.

Phone, Welwyn Garden 25494. 910-264

15-SEATER BEDFORD Duple luxury coach, November, 1959, heater and radio, £1,575. Yeomans, Phone, Canon Pyon 207, Hereford. 911-x4388

1956 BEDFORD 21-seater coach, seven new tyres, sparkling body, certificate of fitness to 1966, £675. Phone, Footscray 2626. 911-x4399

Bedford Wanted

1950 Vista wanted. Full particulars to Box CM0913, care of "The Commercial Motor." 910-391

COMMER

1955 COMMER TS3 Plaxton - 37-seater, 2-speed axle, certificate of fitness to November, 1964. J. Douthwaite and Sons, Milnthorpe. Phone 2291. 910-x4480

COMMER Avenger coach, 1950, Albion engine, certificate of fitness two years.

CENTRAL GARAGE, Barnsey Rd., South Elmham, near Pontefract, Phone, South Elmham 276-7-8. 910-468

A. SPRINGALL, LTD.

1951-52 COMMER 33-seater with Plaxton and Strachan bodies, good certificates from £150. H.P. arranged. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 910-224

DENNIS

1953 DENNIS Falcon 34-seat luxury coach, bodywork of latest design, in very nice condition, repainted, a coach well worth seeing. Apply: Haulco, Ltd., West St., Havant, Hants. Phone, Havant 673. 910-223

FORD THAMES

A. SPRINGALL, LTD.
7-FT. 6-IN. 1960 41-seater Thames Duple, superb condition, red and ivory, choice of six from £3,100. H.P. arranged. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 910-226

OFFERS required for almost new THAMES Duple 41-seater, Michelin tyres, Eaton 2-speed axle, Box CM0710, care of "The Commercial Motor." 910-222

1960 THAMES Trader luxury coach, 41 seats, quarter lights, office and H.P. arranged. Phone, Ste 1382. Stepany Minibus, Ltd., 364 Commercial Rd., E.1. 910-280

Used Passenger Vehicles (contd.)

1960 Thames 41-seat Burlington luxury coach, diesel engine, certificate of fitness 1967, 17,000 mileage vehicle in excellent condition throughout, red interior upholstery, and finished ivory to exterior, a specimen vehicle to clear at £3,050 only.
LAMBERTS OF KINGSTON, LTD. 140a London Rd., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines) or Molesey 6949 after hours. 910-368

LEYLAND

LEYLAND PD2 53-seater, Brush low-bridge bodies, 8-ft. wide chassis, certificate of fitness. Terms, exchanges.
NORTH'S, Pontefract Rd., Stourton, Leeds, 10. Phone, Rothwell 3157. 910-490

MORRIS

1951 MORRIS (diesel) 31-seater saloon coach, sound order, very clean, certificate expired, £150.
L.F. MOSELEY, LTD., Knightthorpe Rd., Loughborough, Leics. Phone 4777. 910-104

SEDDON

NEWPORT MOTOR SERVICE, East Oak Rd., Newport, Mon. Phone 59441.
SEDDON distributors for Monmouthshire. 910-72

TROJAN

HAMBLINS OF LEICESTER.

THE LIGHT COACH SPECIALISTS.

DISTRIBUTORS OF THE FAMOUS

TROJAN

14-SEATER COACH, £1,475 EX WORKS.

13-SEATER RURAL BUS, £1,175 EX WORKS.

BOTH POWERED BY PERKINS P3 ENGINE GIVING UP TO 40-45 M.P.G.

H.P. TERMS AND PART-EXCHANGES.

DETAILS AND DEMONSTRATIONS.

HAMBLINS OF LEICESTER.

498 MELTON ROAD,

LEICESTER.

Phone 61228-9. 822-787

UNCLASSIFIED

E. J. BAKER AND CO. (DORKING), LTD.,

COACH SHOWROOMS AND SERVICE STATION.

FARNHAM TRADING ESTATE,

FARNHAM, SURREY.

Phone, Farnham 4626-7 and 3227, 8 a.m. to 6 p.m.

AFTER 6 P.M., FARNHAM 4481.

WE CAN OFFER DELIVERY OF THE

FOLLOWING NEW VEHICLES.

PAINTED TO INSTRUCTIONS.

NEW BEDFORD SBI diesel, fitted 2-speed axle, Plaxton C-type body, heaters, Formica sides, glass roof quarters, red interior, lot immediate delivery, list price.

NEW BEDFORD SBI diesel, 5-speed gearbox, Duple A body, red interior, finished in cream, immediate delivery, list price.

1960, as new, low mileage, certificate of fitness December, 1961, £1,350.

1959 BEDFORD petrol Duple 41-seater, glass roof quarters, heaters, red interior, maroon-ivory exterior, choice of two immaculate vehicles, £3,150.

1959, COMMER TS3 Duple 41-seater, 5-speed gearbox, glass roof quarters, many other extras, autumn tint interior, pink-grey exterior, certificate of fitness 1960, £3,400.

1959 BEDFORD PSV 11-seaters, green-cream exterior, certificate of fitness 1966, choice of three, from £1,495.

1958 BEDFORD Vegas, 37-41-seaters, red interior, green exterior, choice of two, very clean, certificate of fitness 1965, £2,750.

1957 BEDFORD Vegas, 41-seater Duple body, red interior, red-maroon exteriors, heaters, choice of three, £2,650.

1957 BEDFORD Burlington 37-seater green interior, gold-maroon exterior, certificate of fitness 1964, £2,500.

1956 BEDFORD Burlington 41-seater, red interior, grey-blue exterior, certificate of fitness 1966, £2,250.

1955 COMMER TS3, fitted factory service reconditioned engine, good tyres, autumn interior, cream-red exterior, certificate of fitness September, 1964, £2,250.

1954 BEDFORD Plaxton 38-seater, red interior, recently retrimmed, green-cream exterior, very clean, certificate of fitness 1964, £1,950.

1952 BEDFORD Vega 33-seater, red interior, heater, one owner only, clean vehicle, certificate of fitness 1962, £1,100.

1952 BEDFORD Plaxton 33-seater, autumn interior, certificate of fitness 1962, blue-cream exterior, £975.

1952 BEDFORD Vega 36-seater, red interior, red-cream exterior, fitted heaters, £1,350.

1950 DAIMLER CVL 65D Gurney Nutting 33-seater, lift-up vents, red interior, red-grey exterior, certificate of fitness December, 1962, £750.

1950 DENNIS Lancet 33-seater, full front, certificate of fitness November, 1963, £375.

1949 MAUDSLAY Burlington 33-seater, good runner, £175.

1948 BEDFORD OB Vista 29-seaters, choice of several clean vehicles from £125.

1946 BEDFORD OB chassis, fitted 29-seater Harrington body, high-back seating, fitted heater, one owner only, used on coastal work, certificate of fitness 1961, £175.

WE usually carry a stock of cheap vehicles suitable for shops and carrying workmen, etc.
AS Plaxton authorized repairers for the south, we offer a good repair service, also painting and trimming, crash jobs our speciality.
WE can usually arrange to hire you a coach while yours is off the road. 910-318

Used Passenger Vehicles (contd.)

F.C.S., LTD.

F.C.S., LTD.

OPENING OF LONDON DEPOT.

1 STRAWBERRY VALE,

TWICKENHAM,

MIDDLESEX.

Phone, Pops Grove 0773.

WHERE MARKED "L" SPECIAL VEHICLES FROM

STOCK AVAILABLE FOR IMMEDIATE INSPECTION

AT LONDON AND DUNCHURCH DEPOTS.

1952 LEYLAND Beadles, first registered June, 1952, with Beadle all-metal 35-seater Continental full-front, full-luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1962, choice of six, price £950. L.

1952 August, 1952-51, with Beadle all-metal 39-seater full-luxury Continental bodies, front-entrance sliding door, centre roof lights, Continental interior racking, strip lighting, fitted A.E.C. 7.7 diesel engine, certificate of fitness 1962-61 (just being re-certified), choice of six, price £950. L.

1948 47 BRISTOLS with Eastern Coachwork 35-seater thin-wall all-metal service saloon bodies, fitted low-mileage late-series 5LW Gardner engines, in immaculate mechanical and body condition, certificate of fitness 1962-61, choice of eight, price £400-£450. L.

1949 BEDFORD 30-seater, Mulliner service saloon, just fitted Perkins P6 diesel unit, excellent mechanical and body condition, certificate of fitness 1963, price £400. L.

1949 DENNIS 32-seater Strachan-bodied service saloon, fitted late-series low-mileage Dennis Mark III 6-cylinder diesel units, 5-speed boxes, in first-class mechanical and body condition, certificate of fitness 1962-61, choice of 12, price £375-£450. L.

1938 A.E.C.s with 1951-52 Plaxton, Eastern Coachwork and Willowbrook 35-seater service saloon and coach bodies, fitted low-mileage late-series A.E.C. 7.7 diesel units, certificate of fitness 1962-61, choice of six, price £350-£380. L.

SUPER DOUBLE DECKERS.

1949-50 A.E.C. Mark III 56-seater high-bridge double-deckers, fitted Park Royal and Metcam thin-wall all-metal bodies, fitted very low-mileage late-series (under 15,000 miles), 9.6 A.E.C. diesel units, crash boxes, re-moquetted last year, in immaculate mechanical and body condition, certificate of fitness 1963-64, choice of 20, price £850.

1948 A.E.C. low-bridge and high-bridge 53-56-seater double-deckers with Metcam all-metal bodies, leather upholstery, fitted A.E.C. 7.7 late-series low-mileage diesel engines, certificate of fitness 1963-62, choice of 10, price £500-£600.

1948 LEYLAND PD1 52-54-seater low-bridge double-deckers with Mansey all-metal and teak bodies, fitted late-series low-mileage Leyland PD1 7.4 6-cylinder cold-start diesel units, in good mechanical and body condition, complete and ready for immediate service, choice of six, price £450.

1948-46 BRISTOLS, 56-seater high-bridge Metcam and Park Royal bodies, fitted Bristol 9.8 and A.E.C. 7.7 diesel units, certificate of fitness 1962-61, choice of six, price £450-£475.

1948 A.E.C. Mark III 53-seater low-bridge double-deckers, Metcam all-metal bodies, in superb mechanical and body condition, just re-moquetted, certificate of fitness 1962, choice of six, price £750-£800.

SINGLE DECKERS.

1952-50-48 A.E.C. Mark III with 32-33-37-seater all-metal full-front and half-back coach bodies by Harrington, Burlington, Duple and Plaxton, fitted late-series low-mileage 9.6 A.E.C. diesel engines, Ministry of Transport certificates of fitness 1964-63-62, these vehicles have been used on seasonal use only, in immaculate mechanical and body condition, prices from £600 to £1,250.

1952 TILLING-STEVENS full-fronted 35-seater Continental super-luxury coach (seasonal use only), front-entrance sliding door, large Continental rear luggage boot, ferry back, twin sunshine roof, recently fitted 6LW Gardner engine (total mileage under 15,000), in super-mechanical and body condition, certificate of fitness August, 1961, has recently been examined and further 4-year ticket can be obtained immediately for intending purchaser, price £850.

1948 A.E.C. 35-38-seater service saloons, Willowbrook and 1955 Alexander all-metal bodies, fitted A.E.C. 7.7 diesel engines, certificates of fitness 1963-62-61, choice of 10, price £425-£475.

1950 BRISTOL Harrington half-back Continental luxury coaches (seasonal use only), fitted late-series low-mileage Bristol AV9.8 diesel engines (15,000 miles only), in immaculate mechanical and body condition, certificates of fitness 1963-64, choice of six, price £450-£500.

1949 Mark III A.E.C. 34-seater service saloons with Brush and Park Royal all-metal bodies, fitted A.E.C. 7.7 and 9.6 diesel engines, in immaculate mechanical and body condition, certificates of fitness 1962, choice of 10 price £425-£475.

1948 LEYLAND PS1 with 35-seater Willowbrook all-metal service saloon bodies, fitted low-mileage PS1 7.4 cold-start diesel engines, certificates of fitness 1962-61, choice of 10, price £250-£300.

1948 Duple and Willowbrook full-luxury bodies and seating, fitted late-series PS1 7.4 diesel engines, certificates of fitness 1962-61, choice of six, price £250-£300.

GENEROUS PART-EXCHANGE ALLOWANCE

FREE SPARES.

OPEN SEVEN DAYS A WEEK.

SPECIAL H.P. FACILITIES.

These are only a few of well over 200 passenger vehicles of most well-known makes and seating capacities, which are available for immediate inspection and test. Write for stock lists.

ALL MACHINES CARRY OUR THREE MONTHS' GUARANTEE.

F.C.S., LTD.

F.C.S., LTD.

F.C.S. WORKS,

LONDON ROAD,

DUNCHURCH,

NEAR RUGBY,

Phone, Dunchurch 262 and 265.

DEPOT AT BEGINNING OF MI BIRMINGHAM

SPUR. 910-103

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, L.T.D.
310-326 SYDENHAM ROAD,
LONDON, S.E.26.

OFFER IMMEDIATE DELIVERY
OF THE FOLLOWING—
NEW 1961 FORD THAMES
DIESEL COACHES.

PLAXTON Embassy 41-seater, fitted Perspex quarters, Formica side panels, heaters, radio and public address, interior red moquette, exterior red and cream.
PLAXTON Embassy 41-seater, fitted Perspex quarters, 2-tone Formica side panels, heater, radio, etc., interior red patterned moquette, exterior cream.
PLAXTON Embassy 41-seater, fitted heaters, radio, etc., interior red and lawn moquette, finished in cream primer.
DUPLE Yeoman 41-seater, fitted Perspex quarters, Formica side panels, heaters, radio and microphone, etc., interior grey and red patterned moquette, exterior cream.
DUPLE Yeoman 41-seater, fitted walnut Formica side panels, heaters, radio and public address, interior red moquette, exterior cream and red.
DUPLE Yeoman 41-seater, fitted Perspex quarters, walnut Formica side panels, heaters, radio and microphone, etc., interior grey and red patterned moquette, exterior cream.
DUPLE Yeoman 41-seater coaches, with extras and colours to your choice, 3-4 weeks' delivery.

1956 BEDFORD 41-seater full luxury Plaxton body, fitted with Perspex quarters, Formica side panels, heaters, interior grey and red moquette, in excellent condition throughout, certificate of fitness 1960.

1956 BEDFORD Super Vega 41-seater, full luxury Plaxton body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, now being re-fitted.

1955 BEDFORD Super Vega 38-seater full luxury Plaxton body, fitted with lift-up roof light, heater and many other extras, in good clean condition throughout, certificate of fitness 1960.

1955 COMMERCIAL TSI 35-seater full luxury Plaxton Ventura body, fitted with heater, lift-up roof vents, in good, clean condition throughout, certificate of fitness 1964.

1952 A.E.C. 9.6 engine, full-front 39-seater full-luxury Whitson observation coach, good tyres, in good clean condition throughout, one owner since new, certificate of fitness 1962.

1952 BEDFORD Super Vega 37-seater full-luxury Duplex body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

1951 BEDFORD Vega, 7 ft. 6 in. wide, 33-seater full-luxury Duplex body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1960; choice of two.

1951 A.E.C. 41-seater full-luxury Harrington dorsal-in body, fitted heater and many other extras, finished in cream and red, in good, clean condition throughout, certificate of fitness 1961.

1950 BEDFORD 39-seater full-luxury Duplex, fitted with heater, Formica side panels in cream and red, certificate of fitness 1961.

SEVERAL coaches, suitable for workmen and mobile above at very reasonable prices.

WHY not call at our premises and inspect the finest selection of late model vehicles in the country, or let us call on you and demonstrate anything you may require without obligation.

PART-EXCHANGES. HIRE-PURCHASE.

YOUR FORD DEALERS.

PHONE, SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD,
LONDON, S.E.26.

AFTER HOURS, BIGGIN HILL 2330.

SOUTHERN LIGHT COACH CENTRE

JOHNS CROSS GARAGE, LTD.,
ROBERTSBRIDGE 222-223, SUSSX.

THE latest styling in coaches, the new Thames Burlingham Seagull 41-seater luxury coach, also Thames Duplex Yeoman and Commer Corinthian, suitable to your requirements; demonstrations available anywhere.

NEW TROJAN 14-seater luxury coaches, diesel engine, 40 m.p.g., fitted heaters and coach-type seats, £1,475.

1960 TROJAN rural bus, very low mileage, certificate of fitness 1967, £975.

1960 COMMERCIAL 12-seater, fitted heater, finished in blue and white, £595.

1959 Thames diesel Duplex 41-seater, radio and public address, can only be described as new, certificate of fitness 1966, £1,650.

1959 BEDFORD Duplex 41-seater, finished in red and cream, radio and heater, really first-class throughout, certificate of fitness 1966, £2,950.

1957 BEDFORD Duplex 41-seater luxury coach, this vehicle is unmarked inside and out, £2,550.

1956 MORRIS, diesel, p.s.v., 14-seater bus, reconditioned engine last season, good tyres all round, £675.

1955 BEDFORD Plaxton 36-seater, finished in 2-tone green, fitted radio and heater, certificate of fitness 1965, £2,225.

1954 A.E.C., underfloor engine, 41-seater, fitted heaters, engine reconditioned last year, good tyres, certificate of fitness 1964, £2,250.

1954 SENTINEL diesel Burlingham 41-seater luxury coach, underfloor engine, centre door, radio, public address, heater, recent engine overhaul, fitted new tyres, certificate of fitness 1964, £2,425.

1950 A.E.C. 35-seater full luxury coach, in first-class condition, one owner from new, certificate of fitness 1964, bargain price, £1,195.

1950 LEYLAND Comet 33-seater, this vehicle is in good condition throughout, £595.

1951 BEDFORD Duplex 33-seater, excellent condition, choice of two, £950.

1951 BEDFORD Plaxton 39-seater, in mint condition, finished in blue and cream, £1,350.

1948 BEDFORD Duplex 29-seater, choice of three, all with good certificates of fitness, from £225.

SMALL seating capacity coaches.

1959 TROJAN rural bus, fitted heater, 18,000 miles only, certificate of fitness 1966, £900.

WANTED, 1953 BEDFORD Plaxton 33-seater in mint condition.

TRY us for our allowances against new and second-hand vehicles.

Used Passenger Vehicles (contd.)

COMBERHILL MOTORS, L.T.D.
INGS ROAD, WAKEFIELD.

NEW 1961 BEDFORD SBI diesel Plaxton Embassy, three available, certified 1968.

NEW 1961 FORD Trader diesel 41-seater Plaxton Embassy, two available, certified 1968.

1960 BEDFORD SBI diesel 41-seater Duplex Super Vega, heater, radio, choice three.

1960 BEDFORD SBI diesel 41-seater Harrington Crusader, heater, radio, 18,000 miles.

1959 BEDFORD SBI petrol 41-seater Burlingham Seagull, heater, certified 1966.

1958 BEDFORD SBI petrol 41-seater Duplex Super Vega, heaters, choice four.

1958 COMMERCIAL TSI (Kootes diesel) 41-seater Duplex Super Vega, heaters, choice four.

1956 BEDFORD SBI petrol 41-seater Yeates Riviera, Triplex lights, immaculate.

1956 BEDFORD SBI petrol 41-seater Burlingham Seagull, heater, petrol, certified 1966.

1955 A.E.C. Reliance (7.75 litre) 41-seater Roe Daimler luxury coach, choice two, heaters.

1955 COMMERCIAL TSI diesel 39-seater Thurgood, certified 1965, heater, luxury seating.

1954 GUY Arab (Gardner 6LW) 41-seater Burlingham Seagull, heater, choice three, certified 1964.

1954 A.E.C. Reliance (7.75) 41-seater Burlingham Seagull, heater, radio; choice two.

1954 BEDFORD SB petrol 36-38-seater Burlingham Seagull, heater, choice three.

1953 BEDFORD SB (petrol) 33-38-seater Duplex Vega, Plaxton Envoy, Yeates Riviera and Gurney Nutting, choice general, all certified.

1952 KARRIER-COMMER 14-seater Reading luxury coach, exceptionally clean.

1952 A.E.C. Mark 4 (9.6 litre) 41-seater Yeates-Burlingham, certified 1962, choice two.

1951 LEYLAND Royal Tiger 43-seater Metacraft, heater, certified 1965, luxury seats.

1951 A.E.C. Royal Mark IV 39-seater Windover, heater fitted, certified 1965.

1950 A.E.C. Mark 3 (9.6 litre) 33-seater Plaxton, heater fitted, certified 1964.

1950 BEDFORD Vista (28-h.p. petrol), 29-seater Duplex, choice two, certified 1964.

HIRE-PURCHASE FACILITIES. EXCHANGES.

Phone, Wakefield 6771 (10 lines). 910-525

TRANSPORT (PASSENGER EQUIPMENT), L.T.D.

1948 A.E.C. 35-seater service saloons, fitted 7.7 diesel engines, excellent mechanical order and general condition.

1948 DENNIS Lancelot, 32-34-seater service saloons, low mileage, fitted 5LW Gardner engines, first-class vehicles.

1949 DENNIS Lancelot 32-34-seater service saloons, excellent condition, fitted 5LW Gardner engine, certificate of fitness November, 1964.

LEYLAND and Guy double-decker buses, choice of 50.

L certificates of fitness from 1961 to 1963, prices from £175 each.

OAK HOUSE.

BRUNSWICK STREET,
MACCLESFIELD.

Phone 4433. 910-465

COACHES AND COMPONENTS, L.T.D.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

NEW 1961 BEDFORD diesel 41-seater Super Vega, painted blue-grey, immediate delivery.

NEW 1961 BEDFORD diesel 41-seater Super Vega, fitted with 5-speed box, red moquette, in primer, immediate delivery.

1960 BEDFORD diesel 41-seater Super Vega, exterior grey-pink, choice of three.

1959 BEDFORD petrol 41-seater, exterior blue-grey, certificate of fitness 1966.

1959 BEDFORD diesel 41-seater, 7-ft. 6-in. Duplex Super Vega, moquette red, exterior cream-red, certificate of fitness 1966.

1959 BEDFORD petrol 41-seater Super Vega, exterior grey-blue.

1958 BEDFORD diesel 41-seater Super Vega, exterior ivory.

1956 BEDFORD petrol 41-seater, exterior green, certificate of fitness 1966, choice of two.

1955 COMMERCIAL TH3 36-seater Duplex, full front, exterior red-maroon, certificate of fitness May, 1965.

1955 BEDFORD petrol 38-seater Super Vega, exterior blue-cream, certificate of fitness 1964.

1955 BEDFORD petrol 38-seater Super Vega, exterior ivory-green, certificate of fitness 1965.

1955 BEDFORD petrol 36-seater Super Vega, exterior maroon-grey, choice of two.

1954 BEDFORD petrol 36-seater, exterior green-grey, certificate of fitness March, 1964.

1954 BEDFORD petrol 38-seater Super Vega, exterior cream-red, certificate of fitness 1964.

1954 BEDFORD petrol 36-seater Super Vega, exterior black-cream, certificate of fitness 1964.

1953 BEDFORD 35-seater diesel Duplex Super Vega, exterior cream-red, certificate of fitness July, 1963.

1952 BEDFORD petrol 37-seater Gurney Nutting, exterior maroon-cream, certificate to January, 1962.

1952 BEDFORD petrol 33-seater, exterior buff, certificate of fitness December, 1962.

1951 MAUDSLAY A.E.C. oil engine, 33-seater, Beilhouse-Hartwell, certificate of fitness August, 1963.

1951 BEDFORD petrol 35-seater, exterior red, certificate of fitness August, 1961.

1951 BEDFORD petrol 33-seater, exterior green-grey, certificate of fitness June 1961.

1950 COMMERCIAL 33-seater, exterior blue-maroon, certificate to May, 1963.

1949 AUSTIN 31-seater, exterior brown.

1948 DENNIS 33-seater, Churchill body, exterior cream-blue, certificate of fitness 1963.

1947 DENNIS 35-seater, exterior blue-cream, certificate of fitness 1962.

EXPORT inquiries invited.

910-177

May 26, 1961—THE COMMERCIAL MOTOR 65

(Supplement)

Used Passenger Vehicles (contd.)

S.M.T.

177-205 FINNIESTON STREET, GLASGOW, C.3.

PHONE, DOUGLAS 2940. PHONE, DOUGLAS 2940

MAY SALE NOW ON.

IF YOU HAVE NOT YET RECEIVED OUR VERY SPECIAL SALE PRICE LIST, SEND FOR YOUR COPY NOW.

1960 BEDFORD Duplex SBI 41-seaters, extra include heaters, top sliding windows, plastic headrest covers, wheel discs front and rear, as new condition; choice of two.

1959 BEDFORD Duplex SBI 41-seaters, 2-speed rear axles, heaters, top sliding windows, wheel discs to rear wheels, choice of immaculate machines.

1959 BEDFORD Plaxton SBI 41-seaters, Plaxton C-type body, airmatic chaise lubrication, radio-public address, heaters, roof quarter lights, top sliding windows, outstanding condition.

1959 BEDFORD Plaxton 41-seater, exterior red and cream, red moquette, Formica side casings, top sliding windows, plastic headrest covers, wheel discs, low-mileage top-quality vehicle.

1957 BEDFORD Plaxton 41-seater, exterior ivory with blue-grey metallic chrome, Formica side casings, glass roof quarters, inswing parcel racks, radio-public address, an many other extras; this is a top-quality vehicle ex a well-known Continental touring fleet.

1958 BEDFORD Duplex 41-seater coaches, many extras and red, seating in red-patterned moquette, exterior ivory, choice of two top-quality machines.

1955 BEDFORD Plaxton 36-seaters, certificate of fitness 1965, exterior ivory with blue-grey metallic chrome, ex well-known Continental touring fleet, many extras.

1954 BEDFORD Duplex 36-seater, R6 engine, certificate of fitness 1964, exterior blue and cream with blue moquette seating, Formica side casings, heater, a fresh coach.

1951 BEDFORD Duplex 33-seater, Formica side casings and heater, maroon with ivory waist, seating in red moquette, bargain.

1951 LEYLAND Royal Tiger-Windover 39-seater coach, many extras and very reasonably priced.

1951 A.E.C. Yeates 41-seater, centre entrance full luxury coach, bargain.

1952 LEYLAND PS1 Plaxton 37-seater, certificate of fitness 1963, exterior black, very clean machine.

1950 LEYLAND Harrington 37-seater, certificate of fitness 1963, exterior 2-tone blue, blue moquette.

1955 COMMERCIAL 41-seater diesel, certificate of fitness May, 1965, 2-speed rear axle, exterior red and cream, radio-public address, heaters, plastic headrest covers, mechanically very sound indeed and well tried.

1954 COMMERCIAL 39-seater, certificate of fitness 1963, reconditioned engine very recently fitted, 2-speed rear axle, glass roof quarters, Formica side panels, excellent value.

AND MANY OTHERS INCLUDING EXCELLENT SELECTION OF HALF-CAB 33-SEATERS CROSSLEY, AND CHOICE OF THREE FODEN-PLAXTON 33-SEATERS WITH 6LW ENGINES AT VERY REASONABLE PRICES.

DEMONSTRATIONS

WITHOUT OBLIGATION

ANYWHERE.

FOR A BETTER DEAL CONSULT THE COACH EXPERTS.

PART-EXCHANGES WELCOMED.

HIRE-PURCHASE FACILITIES FROM 10% DEPOSIT.

OFFICIAL FITTING AGENT FOR

TECALEMIT SYNDROMIC AND A.C.L.

AUTOLUBRICATION.

910-326

THE MILLBURN ORGANIZATION FOR

IMMEDIATE DELIVERY.

1960 BEDFORD Super Vega 41-seater Duplex de luxe, 2-tone grey.

1959 BEDFORD Super Vega 41-seaters, exterior cream; choice of three.

1959 BEDFORD Yeates 41-seater luxury saloon.

1958 COMMERCIAL TSI, Duplex 41-seater.

1958 BEDFORD diesel 29-seater Duplex, radio demister and etc.

1958 BEDFORD, Leyland diesel, 40-seater Duplex high-type body, high-back seating.

1958 BEDFORD Plaxton 41-seater, de luxe.

1955 ATKINSON 39-seater Burlingham Seagull, Gardner 5LW underfloor unit, with overdrive, certificate of fitness 1965.

1955 BEDFORD Duplex 36-seater, R6 diesel unit, certificate of fitness 1965.

1951 BEDFORD Duplex 33-seater coach.

1951 LEYLAND PS2, Burlingham full-front 33-seater.

1946 LEYLAND PDH 56-seater high-bridge double-deck bus, choice of 12.

A Number of LEYLAND PD1 and TD5 high- and low-bridge 56- and 53-seaters, bodies by Alexander and Leyland.

A Number of A.E.C. 7.7 buses, Burlingham 35-seaters, also Leyland T57 and PS1 31- to 35-seaters.

FOR RELIABLE VEHICLES, CONTACT

MILLBURN MOTORS, L.T.D.,

WHOSE REPUTATION IS YOUR GUARANTEE.

YOUR INQUIRIES AND INSPECTION INVITED.

MILLBURN MOTORS (PRESTON), L.T.D.,

WALMER BRIDGE,

LONGTON, PRESTON,

LANCS.

Phone, Longton, Lancs 3255-6.

910-177

A49

Used Passenger Vehicles (contd.)

DON EVERALL (COMMERCIAL VEHICLES), LTD.

34 CLEVELAND ROAD,
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

NEW coaches from stock.

TWO BEDFORD SBI Duple 41-seater coaches, red moquette, 5-speed gearboxes, immediate delivery.
TWO BEDFORD SBI Burlingham 41-seater coaches, 2-speed axles, finished to your instructions, three weeks' delivery.
TWO BEDFORD SBI Burlingham 41-seater coaches, 5-speed gearboxes, finished to your instructions, three weeks' delivery.

ONE COMMER TS3 41-seater Duple coach, 5-speed gearbox, air brakes, glass roof quarters, Formica side panels, etc., black and green moquette, three weeks' delivery.

1960 FORD Trader diesel 41-seater Burlingham coach, £3,400.
1959 COMMER Avenger 41-seater Duple coach, Michelin X tyres, air brakes, heaters, painted to your instructions, etc., £3,400.

1959 BEDFORD petrol 41-seater Duple coach, blue and cream exterior, immaculate condition, £3,100.

1956 BEDFORD petrol 41-seater Burlingham coach, heaters, etc., certified 1966, £2,100.
1956 COMMER Avenger 41-seater Duple coach, Beagle coaches, ex our own fleet, choice of 10, immediate delivery, £2,450-£3,000.

1954 GUY Arab lightweight, 6HLW Gardner under-floor diesel engine, fitted 41-seater Burlingham Scagull coach body, engine and body have been overhauled, certified 1964, £2,300.

1953 BEDFORD petrol 35-seater Duple coach, glass roof quarters, heaters, etc., red and cream exterior, certified 1961, £1,350.

1953 BEDFORD petrol 35-seater Burlingham coaches, certified 1963, £1,300; choice of two A.E.C. MK IV 41-seater Yeates coach, certified 1962, £1,400.

1952 CROSSLY 39-seater Yeates coach, certificate of fitness 1964, £500.
1952 LEYLAND Royal Tiger 39-seater Beccles coach, recertified 1964, £1,000.

1951 DAIMLER CVD6 37-seater Wilkes and Mead coach, certified 1964, £600.
1950 BEDFORD petrol 29-seater Duple Vista, certificate of fitness 1965, £475.

50 DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£500, OR AVAILABLE FOR HIRE

FOR SHORT OR LONG PERIODS.
PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEK-ENDS, 3234-7 AND 22293.

DON EVERALL (COMMERCIAL VEHICLES), LTD.
910-121

FRANK COWLEY,

200 BUSES AND COACHES

ACTUALLY IN STOCK AND READY FOR IMMEDIATE SERVICE.

1954 Tiger Cub full luxury coach, finished duo blue, in superb condition throughout, with full de luxe seating, good tyres and certified May, 1964, £1,450.

1952 A.E.C. Mark IV luxury coach, finished red and cream, this is a genuine 1952 machine with underfloor engine, 39 seats, certified June, 1962, £900.

1952 SENTINEL underfloor diesel-engined full luxury coach, in immaculate condition throughout with force-feed air conditioning, Perspex quarter panels and many extras, this coach is ideal for export it being 33 ft. long and left-hand drive, booster gears, good tyres, etc., £975.

1949 LEYLAND OPG1 35-seater service buses, exceptionally strong, clean vehicles, certified 1962-63 and ready for immediate work, £325 each.

1947-48-49 LEYLAND Super PS1 bus and coach dual-purpose machines, all these vehicles are exceptionally clean and have been religiously maintained, all fitted with new or guaranteed service batteries, £375 each.

1949 35-seater GUY service coaches, fitted Gardner SLW engines, all in very lovely order and condition, £325 each.

1948 DAIMLER CVD6 35-seater service coaches with Daimler diesel engines, very clean and certified 1962-63, £340 each.

Bristol 35-seater service buses, all with Gardner SLW diesel engines and 5-speed gearboxes, these buses are practically unmarked and are fully guaranteed, all certified 1962-63, £340 each.

A.E.C. Double-deckers, 1949 machines, with 9.6 engines and full air brakes, high and low bridge, all certified 1962-63 and ready for immediate service, £295-£395 each.

LEYLAND. A wonderful fleet of high-bridge double-deckers, in superb condition throughout, 1950-51 bodies, immaculate, all certified, £295 each.

GUY low-bridge double-deckers with Gardner SLW engines and 1952-53 bodies, all seats, etc., as new, £295 each.

All the above vehicles carry our three months' guarantee and are fitted with good serviceable or new batteries.

FRANK COWLEY,

3 BLACKFRIARS ROAD,
SALFORD, 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1648, 910-445

Used Passenger Vehicles (contd.)

W. S. YEATES, LTD.,

DERBY ROAD, LOUGHBOROUGH.

THE COMPLETE SERVICE TO COACH OPERATORS.

VISIT Yeates now for complete satisfaction with new and second-hand luxury coaches. Our stock of carefully prepared and serviced luxury coaches includes the following:—

1960 Thames Yeates Europa 41-seater, red interior, mainly cream finish, many extras, £3,350.
1959 BEDFORD SBI diesel 41-seater coaches, choice of several with Yeates Europa and Duple Super Vega bodies, wide range of interior and exterior colour finishes. All are quality tested and guaranteed, and prices are from £3,000.

1959 BEDFORD SBI petrol 41-seater Yeates Europa, in blue and primrose with red interior, heater, radio and other extras, quality tested and guaranteed, £3,100.

1956-7-8 BEDFORD SBI petrol 41-seater Duple Super Vegas, choice of three finished in red and cream with red interior or blue and cream with blue interior, all quality tested and guaranteed at prices from £2,560.

1959 BEDFORD SBI LEYLAND Comet 41-seater Duple Vegas, with every extra, including roof quarter lights, heaters and radio, a superb coach, quality tested and guaranteed.

1955 And 1954 A.E.C. Reliance 41-seater Duple Britannias, choice of two, with red interior, red and cream finish, exceptional condition, from £2,900.

1957 COMMER TS3 41-seater coaches, with choice of Duple and Plaxton Europa and Duple bodies, red and cream finish, red interior, many extras fitted, all quality tested and guaranteed, from £2,700.

1954 BEDFORD 36-seater Duple Super Vega, cream, red interior, certificate of fitness 1964, very smart condition, £1,690.

1953 BEDFORD 36-seater luxury coach with choice of Duple and Burlingham bodies, certificate of fitness 1963 from £1,485.

1951 BEDFORD 33-seater luxury coaches, choice of Duple and Plaxton bodies, with good certificates of fitness, choice of four, from £850.

1951 LEYLAND Royal Tiger 41-seater Harrington Wayfarer, red and cream, red interior, very good condition, to be recertified before delivery, £1,560.

1950 BEDFORD Duple 29-seater Vista, high-backed seating, choice of two in red and cream with red interior and blue and cream with blue interior, certificate of fitness 1964, from £850.

1953 BURLINGHAM Seagull, 35-seater body on most useful type of coach, £850.
A VERY large selection of clean coaches of all types is available for inspection and test, either at our works or at your own premises. Please write or phone for full list.

FOR PERSONAL FRIENDLY ATTENTION AND SERVICE, WRITE, PHONE OR CALL.

W. S. YEATES, LTD.,

PHONE, LOUGHBOROUGH 4321 (P.B.X.)

910-317

KIRKBY AND SONS (SALES), LTD.,

CROSS ROADS GARAGE,

ANSTON.

NEAR SHEFFIELD.

GREAT BRITAIN'S LEADING

COACH SPECIALISTS.

A SELECTION OF

FIRST-CLASS USED VEHICLES

AT THE LOWEST PRICES IN THE TRADE.

1959 AUSTIN 11-seater P.S.V. Interior red Vynide, exterior dark green, certificate of fitness 1966, good condition, £550.

1958 BEDFORD SBI 41-seater Yeates Europa, red moquette, heater, duo green exterior, certificate of fitness 1965, price £2,745.

1956 BEDFORD petrol 41-seater Duple Super Vega, red moquette, radio and heater, recertified before delivery, price £2,450.

1956 BEDFORD petrol 41-seater Duple Super Vega, quarter roof lights, tubular racks, radio, green pattern moquette, recertified before delivery, price £2,450.

1956 BEDFORD R6 diesel 41-seater Duple Super Vega, radio, heater, Formica side casings, red pattern moquette, excellent condition, recertified before delivery, price £2,450.

1955 BEDFORD petrol 36-seater Duple Super Vega, autumn tint moquette, radio and heaters, choice of two superb vehicles, certificate of fitness 1965, price £2,100.

1953 BEDFORD petrol 35-seater Burlingham Seagull, red moquette, heaters, certificate of fitness 1963, price £1,350.

1953 BEDFORD petrol, 35-seater Duple Vega, red moquette, heaters, choice of two, certificate of fitness 1963, price £1,350.

1950 LEYLAND Comet diesel 33-seater, Bellhouse Hartwell, red pattern moquette, certificate of fitness July, 1963, £380.

1955 COMMER TS3 41-seater Duple, red moquette, radio and heaters, Eaton 2-speed axle, certificate of fitness April 21, 1966, price £1,950.

1953 COMMER Avenger 35-seater Plaxton Consort, radio, heaters, quarter roof lights, tubular racks, red moquette, certificate of fitness 1963, price £1,125.

1951-52 BEDFORD 33-35-seater Duple and Plaxton, choice of eight from £750.

WE have for disposal a large number of Bedford and Commer Commando 29-seater coaches with Duple and Harrington bodies, with and without certificates of fitness, from £125.

A KIRKBY QUALITY VEHICLE.

ALWAYS REPRESENTS GOOD VALUE FOR MONEY.
Phone, Dinnington 541 (four lines) by day.

NIGHT PHONE, MANSFIELD 5395, DINNINGTON 577, WORKSOP 2963.
Southern Area phone, Tarncliffe 2739.

910-497

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.,

LONDON'S LEADING PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.

HEAD OFFICE:

HIGH ROAD, PONDERS END, ENFIELD, MIDDLESEX.
Howard 1266.

NEW 1961 MODEL COACHES.

IMMEDIATE DELIVERY FROM STOCK.

BEDFORD SBI, petrol engine, Duple 41-seater Super Vega, glass roof quarters, heaters, radio and many other extras, finished pink-grey, Earls Court Show model coach.

BEDFORD SBI, petrol engine, Duple 41-seater Super Vega, glass roof quarters, heater, radio and many other extras, finished red and cream.

BEDFORD SBI, petrol engine, Harrington Crusader 41-seater, glass roof quarters, radio, Formica panels, other extras fitted, finished cream.

BEDFORD SBI, 300 cu. in. oil engine, Harrington 41-seater Crusader, glass roof quarters, Formica panels, radio and other extras, finished cream and red.

BEDFORD SBI, 300 cu. in. oil engine, 2-speed axle, fitted Duple 41-seater Super Vega, glass roof quarters, Formica panels and other extras, finished cream.

BEDFORD SBI, 300 cu. in. oil engine, 2-speed axle, fitted Plaxton Embassy, 41-seater, Formica panels, radio, heater and other extras, finished cream.

NEW COACHES FOR IMMEDIATE DELIVERY.

BEDFORD SBI, 300 cu. in. oil engine, 5-speed gearbox or 2-speed axle fitted, mounted with Duple, Plaxton, Harrington or Burlingham 41-seater coachwork, finished to instructions.

NEW COACHES SUPPLIED ON ALL MAKES OF PASSENGER VEHICLES.

25-27 VAUXHALL BRIDGE ROAD, LONDON, S.W.1.
Victoria 6033.

NEW COACHES FOR IMMEDIATE DELIVERY.

A.E.C. Reliance, air brakes, Duple Britannia, front-entrance 41-seater, glass roof quarters, heaters, walnut plastic panels.

A.E.C. Reliance, air brakes, Harrington Cavalier 41-seater, front entrance, quarter lights, Formica panels, heaters, red moquette, in primer.

A.E.C. 41-seater, front entrance, glass roof quarters, heaters, Formica panels, finished grey.

NEW COACHES FOR IMMEDIATE DELIVERY.

LEYLAND Leopard chassis, fitted with Duple Britannia front-entrance 41-seater, glass roof quarters, heaters, walnut panels, extras to choice, moquette and exterior colours to order, two only.

WE HAVE A COMPREHENSIVE RANGE OF USED COACHES OF ALL MAKES AVAILABLE FOR IMMEDIATE DELIVERY.

FULL DETAILS ON APPLICATION TO:

25-27 VAUXHALL BRIDGE ROAD,

LONDON, S.W.1.

Victoria 6033.

ARLINGTON MOTOR CO., LTD.,

910-337

BIRMINGHAM COACH SALES, LTD.,

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone, Midland 1355.

TWO new 1961 FORD Duples for immediate delivery.
NEW 1961 BEDFORD Burlingham.

1960 BEDFORD SBI, quarter lights, cream and maroon.
1958 COMMER TS3 41-seater Plaxton, radio, three heaters.

1958 BEDFORD petrol 41-seater, Burlingham body.
1957 BEDFORD Duple 41-seater, quarter lights.

1956 COMMER TS3 37-seater Duple, certificate of fitness 1966.
1956 BEDFORD petrol 41-seater Duple, new certificate of fitness.

1955 BEDFORD Plaxton 36-seater.
1955 COMMER TS3 38-seater, Plaxton, recently fitted with new unit.

1954 BEDFORD 36-seater Yeates, exceptionally clean vehicle, excellent tyres.
1952 CROSSLY 37-seater, Gurney Nutting, certificate of fitness 1962.

1951 BEDFORD Duple.

1950 LEYLAND PS2, 33-seater Harrington full front.
1948 A.E.C. double-deckers, low-bridge 53-seaters, Weymann bodies, choice of three.

GOOD selection of 1950 to 1954 BEDFORD petrols, available for inspection.

WE SPECIALIZE IN PART-EXCHANGE WITH THE EASIEST OF HIRE-PURCHASE TERMS.

BIRMINGHAM COACH SALES, LTD.,

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone, Midland 1355.

AFTER HOURS, WOLVERHAMPTON 36833.

BUSINESS ON SUNDAYS BY APPOINTMENT.

SOUTHERN AREA REP., PHONE, GRAMPOND ROAD 455 (NEAR TRURO).

After 7 p.m., Newquay 3355. 910-76

Used Passenger Vehicles (contd.)

LES GLEAVE, L. TD.

FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
Smallwood 225, 226.

- NEW 1961 Burlington 41-seaters.
- NEW 1961 Plaxton 41-seaters.
- NEW 1961 Duple 41-seaters.

FINISHED TO YOUR OWN SPECIFICATION

- 1959 BEDFORD Plaxton, quarter lights and many extras.
- 1959 BEDFORD Duple 41-seater.
- 1959 BEDFORD Yeates 41-seater.
- 1958 BEDFORD Plaxton.
- 1958 BEDFORD Duple 41-seater.
- 1956 COMMERCIAL Duple 41-seater.
- 1955 BEDFORD Burlington 35-seater.
- 1954 LEYLAND Tiger Cub 41-seater.
- 1953 BEDFORD Plaxton 35-seater.
- 1953 BEDFORD Duple 37-seater.
- 1952 BEDFORD Plaxton 33-seater.
- 1951 52 BEDFORD Duple 33-seater, choice of three
- 1951 Mark IV A.E.C. Harrington 41-seater.

WE ARE NOW TAKING ORDERS AND FINISHING INSTRUCTIONS FOR EARLY DELIVERY.

VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

LES GLEAVE, L. TD.

FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
Smallwood 225, 226.

AFTER 8 P.M. PHONE, SANDBACH 881 OR SWINTON 2932. 910-457

STANLEY HUGHES AND CO., L. TD.

LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSAL, NEAR LEEDS.
Phone, Bradford 681144 (six lines).

DRASTIC REDUCTIONS IN ALL MACHINES.

- NEW A.E.C. Reliance fitted 41-seater Duple Britannia, front entrance, red interior, choice of colours, immediate delivery.
- NEW A.E.C. Reliance fitted 41-seater Duple, centre entrance, red interior, choice of colours.
- NEW A.E.C. Reliance fitted 41-seater Plaxton Consort body, red interior, choice of colours.
- NEW FORD Trader, 41-seater Duple Yeoman body, K-type moulding, red interior, choice of colours.
- NEW BEDFORD SBI, 41-seater Duple body, red interior, choice of colours.
- 1959 BEDFORD SBI diesel 41-seaters, choice of six, £2,850-£3,100.
- 1956 BEDFORD petrols Plaxton, Duple and Burlington 41-seaters, prices from £1,800-£2,250 each.
- 1955 COMMERCIAL TS3 fitted 41-seater Plaxton and Duple bodies, 2-speed axles, £1,850-£2,250 each.
- 1954 55 BEDFORD fitted 36-38 Duple and Burlington bodies, from £1,275-£1,675 each.
- 52 A.E.C. Mark IV fitted 41-seater Burlington and Plaxton bodies, from £1,200-£1,400 each.
- 1951 SENTINEL 4-cylinder service buses, choice of two, £500 each to clear.
- 1954 Number of 29-seater BEDFORDS from £150-£375 each.
- 50 PSI, A.E.C., Guy and Maudslay carrying certificates of fitness, cheap to clear.
- 1948 SPARE parts for all types of passenger vehicles.

NIGHT PHONE, CLECKHEATON 2461-62.

MIRFIELD 2370.

WALES: R. COWDELL, NEWPORT 59866. 910-536

THE MOTOR DEPOT,

158 WALSGRAVE ROAD,
COVENTRY.
PHONE, DAY, COVENTRY 53732.
NIGHT, COVENTRY 68503.

NEW 1961 FORD DUBLES AVAILABLE FOR IMMEDIATE DELIVERY.

- 1959 41-seater BEDFORD Duple, choice of two.
- 1958 41-seater COMMERCIAL TS3 Duple.
- 1957 37-seater BEDFORD Burlington.
- 1955 36-seater BEDFORD Burlington.
- 1953 35-seater BEDFORD Burlington.
- 1951 33-seater BEDFORD Duple.
- 1951 41-seater LEYLAND Royal Tiger, Plaxton.
- 1951 37-seater A.E.C. Burlington.

MANY other second-hand coaches of various types to choose from.
PART-EXCHANGES and guaranteed H.P. facilities.

Used Passenger Vehicles (contd.)

SAVILLE MOTOR SALES, L. TD.

STRATFORD-ON-AVON.
Phone, Stratford-on-Avon 4242 (15 lines).
AND ON SATURDAY AFTERNOONS 4005.

- NEW and unregistered 1961 BEDFORD 41-seater Super Vega, 300-cu-in. diesel engine, 2-speed axle, quarter lights, tubular mesh racks, Formica to waist, heaters, radio, speech amplification, extra spot light, wheel discs, exterior red and fawn, interior red moquette with red relief.

USED:-

- 1959 BEDFORD petrol 41-seater Duple Super Vega, quarter lights, tubular mesh racks, heater, wheel discs, exterior red and grey, interior red moquette with fawn relief, certificates of fitness 1964.
- 1959 BEDFORD petrol 41-seater Duple Super Vega, extra spot, certificates of fitness 1966; choice of several.
- 1951 BEDFORD 33-seater Super Vega, 7 ft. 6 in. by 27 ft. 6 in., tubular racks, Formica to waist, interior trim autumn tint, certificate of fitness 1964.
- 1951 PSI LEYLAND full-front 33-seater, recertified certificate of fitness 1966.
- 1951 TILLING-STEVENS, 61W, full-front 33-seater, three lift-up vents, certificate of fitness 1964.
- 1950 FODEN, 61W, full-front 33-seater, certificate of fitness 1965.
- 1950 FODEN TS, full-front 33-seater, new engine, certificate of fitness 1964.

A.E.C.

Reliance chassis also available.

HIKE-PURCHASE.

PART-EXCHANGE.

ALSO AT:-
REDBROOK ROAD,
MONMOUTH.
Phone, Monmouth 336. 910-127

W. HAROLD PERRY, L. TD.

MAIN FORD THAMES P.S.V. DEALERS,
STATION BRIDGE, WEALDSTONE,
MIDDLESEX.

- 1954, December, COMMERCIAL TS3 Plaxton 41-seater, Eaton 2-speed, certificate of fitness 1964.
- 1949 COMMERCIAL Avenger, Plaxton 33-seater, certificate of fitness 1963.
- 1949 BEDFORD OR Thurgood 29-seater, uncertified, 10-year certificate, suitable for workmen or mobile shop.
- 1948 DENNIS Lancel, Yeates 35-seater, certificate of fitness 1962.

PART-EXCHANGE.

HIKE-PURCHASE.

PHONE, HARROW 1031. 910-161

CHARLES COPPOCK, L. TD.

SERVICE BUSES.
THE GARAGE,
ELM GROVE, CROSS STREET, SALE, CHESHIRE.
COACHES.

- 1952 DAIMLER Freeline, powered Daimler under-floor engine, 43 full luxury seats, trimmed in autumn tint with brown leather facings, certified May, 1962, price £875.
- 1949 MAUDSLAY powered A.E.C. 7.7-litre oil engine, Whitson half-deck type, full fronted, 31 luxury seats, certified July, 1962, £225.
- 1949 A.E.C. Mark III, powered 9.6-litre oil engine, prespector gearbox, 33-seater, Burlington body, certified October, 1962, £250.
- 1947 48 BEDFORD Vistas 29-seaters, certified 1962, price £225.

DOUBLE-DECK.

- 1944 GUY Arab powered 51W engine, rebodied 1953 by Northern Coaches of Wigan, low-bridge 8 ft. wide, 53 seats in leather, an exceptionally clean and tidy vehicle, certificate of fitness 1963, price £150.
- 1943 44 GUY Arab, powered 51W engines, bodies by Weymann, 56 seats, certificate December, 1961, and February, 1962, respectively, choice of two, £225 each.

PHONE, SALE 5633.

GRAMS "BUSUNITS." 910-493

TAYLORS (P.S.V.), L. TD.

WORCESTER STREET,
GLOUCESTER.
Phone 22228.

- 1960 Thames Duple 41-seater, mileage 17,000, radio, heater discs, and 2-speed axle.
- 1960 BEDFORD Duple diesel 41-seater, heater, disc, mileage 21,000.
- 1960 Thames Burlington 41-seater, radio, speech, heater, disc.
- 1956 BEDFORD Plaxton 41-seater, radio, speech, heater, disc.
- 1954 55 BEDFORD Duple and Plaxtons, 35-38-seaters, choice of four.
- 1951 LEYLAND PS2 Burlington 37-seater, good condition.
- 1950 A.E.C. Regal MK. III, 35-seater, certificate of fitness to 1964, choice of two.

ALSO selection of A.E.C. and Leyland full-fronts and half-cabs with good certificates of fitness.

PHONE, WRITE OR CALL.

TAYLORS (P.S.V.), L. TD.

Phone, Gloucester 22228. 910-6008

Used Passenger Vehicles (contd.)

ALF MOSELEY, L. TD.

FORD THAMES P.S.V. DEALERS.

- 1960 FORD Thames Duple Yeoman 41-seater, blue interior, heaters, Formica casings, etc., exterior two shades of blue, £3,550.
- 1958 COMMERCIAL TS3 Duple 41-seater, seating floral moquette, heaters, etc., exterior mainly cream with red relief, smart and attractive, £2,850.
- 1956 BEDFORD Plaxton 41-seater, red interior, with heaters, exterior red and cream, just recertified 1966, £2,485.
- 1955 Model BEDFORD Duple Super Vega 38-seater, red interior, tubular heating, Formica casing panels, exterior cream and maroon, certified November, 1964, £1,965.
- 1955 COMMERCIAL TS3 Plaxton 41-seater, autumn tint interior with heaters, exterior cream with black relief, certified 1965, £2,250.
- 1954 BEDFORD Yeates Riviera 36-seater, red interior, with heater, exterior maroon and grey, certified 1964, most attractive, £1,785.
- 1953 BEDFORD Duple Super Vega 37-seater with courier seats, seating in floral moquette, heater, exterior green and cream, certified 1963, £1,550.
- 1952 A.E.C. Mark IV Plaxton 39-seater, attractive green interior with heating, exterior grey and red, £1,885.
- 1951 CROSSLAND Yeates 39-seater, half-cab coach, autumn tint interior with heater, exterior grey and cream, recently recertified December, 1963, a cheap vehicle with large seating capacity, £685.

K NIGHTTHORPE ROAD,

LOUGHBOROUGH, LEICS.
Phone 4777 (two lines).
AFTER OFFICE HOURS, 3339. 910-105

PEARL GARAGES, LTD.

- A.E.C. 9.6 33-seater half-cab, 1949, certificate of fitness to 1963, £250.
- A.E.C. 9.6 33-seater, full-fronted, 1950, certificate of fitness to 1963.
- DENNIS Lancel 35-seater half-cab, 1947, certificate of fitness to 1964, £365.
- DENNIS Lancel 35-seater half-cab, 1949, certificate of fitness to 1963.
- BEDFORD Vista 29-seater, 1949, certificate of fitness to 1962.
- A.L. ready to drive away.
- 37 SOUTH EALING RD., London, W.5. Ealing 9046, 910-414

ERRINGTONS OF EVINGTON, L. TD.

- NEW BEDFORD diesel 5-speed Duple Vega, 41-seater.
- 1957 A.E.C. Reliance, air brakes, Plaxton 41-seater, radio, heaters, immaculate condition, certified 1964, £3,400.
- 1959 BEDFORD Leyland engine, Duple Super Vega 41-seater, £3,300.
- 1955 A.E.C. Reliance, Burlington Seagull 37-seater, radio and heaters, certified 1965, choice of two, £2,450.
- 1954 BEDFORD, Yeates Riviera 36-seaters, fitted quarter lights, tubular racks, radio, heaters, certified 1964, £1,650.
- 1954 BEDFORD, diesel, Burlington Seagull 36-seater, certified 1963, £1,050.
- 1953 BEDFORD Plaxton Ventura, 36-seater, lift-up vents, radio and heaters, certified late 1964, £1,325.
- 1951 LEYLAND Royal Tiger, Burlington 39-seater, radio and heaters, £1,100.
- 1951 ALBION Victor, diesel, full-fronted 31-seater coach, £500.
- ALSO several Bedford Vistas and half-cab coaches.

PART-EXCHANGE.

HIKE-PURCHASE.

EVINGTON, L. TD.

Phone 38102-3. 910-30

- 1955 BEDFORD petrol 36-seater Duple Super Vega, exterior blue-grey, fitted with heater, glass roof quarters, tubular racks and Formica casing panels, one owner, certificate of fitness April, 1965, £1,950.
- 1953 ALSTIN, petrol 32-seater Kenex, exterior grey, tubular heaters, one owner, exceptionally clean vehicle, certificate of fitness February, 1962, £650.

THE INVICTA MOTOR ENGINEERING WORKS, LTD., Lower Bridge St., Canterbury, Phone 5151, 910-430

THURGOODS OF WARE.

- 1957 BEDFORD Duple (41) petrol, 8-ft. wide, exterior cream and brown, red interior, fitted radio, heater, rear wheel discs, two fog lamps, very nice condition, certified to 1964.
- 1958 BEDFORD Saloon bus (20), exterior cream, blue tubular seats, top sliding windows, good tyres, privately owned, certified if required, spolia condition, £875.
- 1952 BEDFORD Vega (37), exterior green and cream, heaters, reconditioned engine, new gearbox, 7-ft. 6-in. wide, certified 31.3.62, £1,125.
- 1951 March, A.E.C. Regal Mark III (37), 9.6 crash-box, Plaxton full-fronted body, exterior two greens, roof vents, good tyres, clean, certificate of fitness 1964, £850.
- 1950, June, COMMERCIAL Avenger (33), Churchill body, red interior, good tyres and engine, certificate of fitness 2.6.64, £350.
- 1949, May, TILLING-STEVENS (31), Meadows engine, red and cream, one owner, excellent, certificate of fitness 30.4.64, £375.
- 1948 47 Vistas, choice of six, from £175.

RETRIMS and conversions to high-back (Bedford).
PHONES, Ware 2383; nights 2896. 910-192
A51

Used Passenger Vehicles (contd.)

1954 38-seater BEDFORD Duple, square motor, new engine, new shock absorbers, new tyres, all fitted late 1960, radio and speech amplification, wheel discs all round, certificate of fitness good, blue and grey.
1954 30-seater BEDFORD Duple, first-class condition, certificate of fitness red and cream interior, autumn tint.
1953 37-seater BEDFORD Duple, new engine fitted August, 1960, good tyres, certificate of fitness 1961, maroon, radio and speech amplification.
1952 33-seater BEDFORD Duple, quarter lights, 7-ft. 6-in. wide, radio and speech amplification, new engine fitted September, 1960, good all-round condition, certificate of fitness 1962, maroon exterior.
1961 Thames Duple 41-seater, ex-demonstration model, all extras fitted, one only now.
1961 Thames Duple 41-seater, K-type moulding, choice of two.
1959 41-seater BEDFORD Duple, diesel, all extras, low mileage, certificate of fitness 1965, red interior, maroon and grey exterior.
1954 36-seater BEDFORD Perkins, quarter lights, Formica sides, certificates of fitness 1965.
WANTED. Good 1960 SBI and SBI 41-seaters Duple, Plaxton or Harrington. Contact Mr. R. S. Gill, Coach Sales representative. Immediately. Good part-exchange prices. H.P. and insurance arranged promptly.

DISPATCH MOTORS.

256 BOROUGH HIGH STREET, S.E.1.
Waterloo 5991. 910-405

HAMBLINS.

1960 August, P.S.V. TROJAN 41-seater coach, in light blue with light blue upholstery, one owner-driver from new, certificate of fitness 1957, only wants seeing, ready for season's work.
1959 MORRIS Minibus P.S.V., side facing seats, certificate of fitness 1966, in very good condition throughout, one owner-driver from new, ready for season's work.
1946 COMMER Commando 41-seater bus, certificate of fitness 1963, cheap for quick sale.
FOR further particulars and demonstration apply.
HAMBLINS, of Leicester, Melton Rd., Leicester 61228. 910-85

BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,
STRATFORD-ON-AVON.
Phone 3222-3-4 and 2136.
Grams, "Quicksale."

USED PASSENGER VEHICLES.

40 DAIMLER double-decker buses, 5-cylinder Gardner engines, 2-year certificates of fitness, ready for immediate service, £250 each.
DAIMLER 1950 single-deck buses, 6-cylinder Gardner engines, Willorbrook bodies, in excellent condition throughout, £275 each. Choice of three.
A.E.C. Regent Mk III, 9.6 oil engines, air brakes, etc., first-class condition.
LEYLAND low-bridge buses, 2-year certificates of fitness, ready for service, immaculate condition. 910-122

KINGSLAND AND SONS (CAMBERWELL), LTD.

1955 COMMER TS1, certificate of fitness 1965, radio, heater, quarter lights, all new tyres.
1952 BEDFORD 38-seater, certificate of fitness 1962.
1952 CROSSLEY 37-seater Strachan body, certificate of fitness 1960, 9.6 oil engine.
1949 BEDFORD 29-seater body by Duple.
1947 GUY 35-seater full-front body by Plaxton, rebodied in 1952.
41-SEATER Thames body by Plaxton, available for immediate delivery.

246 BROMLEY ROAD.

CATFORD, S.E.6.
Hither Green 4881. 910-291

STANDARD Atlas Buccaneer caravans, £735.

DENNIS Lancet, 1956, bodied Plaxton 30-seater, certificate of fitness April, 1965, £1,050.
BEDFORD 1953 31-seater, certificate of fitness May, 1963, £1,150. M.T.S. (Coachbuilders), Ltd., Brownells Lane, Feltham, Middx. Phone, Feltham 6651-2 and Ashford 2319. 910-231

14-SEATER COMMER, luxury seats, certificate 1964, £1,530.
1950 Bedford 41-seater, certificate 1966, £2,145.
1950 Albion 31-seater full-front, certificate 1965, heater, radio, £470.
1948 Vista 29-seater, certificate 1964, £245.
Please ring, H. Shaw, Market Deeping 2224 (near Peterborough). 910-6023

STOCKLAND GARAGE, LTD.

MARSH HILL, ERDINGTON,
BIRMINGHAM, 23.
Phone, Erd 2488.

FIVE-YEAR CERTIFICATES.

1951 LEYLAND Royal Tiger, Yeates 41-seater, blue and cream, red interior.
1951 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, choice of two.
1953 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, certificate of fitness 1963.
1953 BEDFORD Duple 35-seater, blue and cream, certificate of fitness 1962.
1952 LEYLAND Royal Tiger Harrington 41-seater, dorsal fin, blue and cream, certificate of fitness 1962.

WE are prepared to submit vehicles with short-term certificates to M.O.T. for re-certification at customers' request. 910-92

Used Passenger Vehicles (contd.)

LANCASHIRE MOTOR TRADERS, LTD.

OLYMPIC GARAGE.
LIVERPOOL STREET, SALFORD, 5.
Phone, Pendleton 5201.
EVENINGS, OLDHAM MAIN 2461.

SECOND-HAND COACHES.

1961 END-OF-SEASON SALE.

SPECIAL BARGAINS.

1958 BEDFORD 41-seater Duple Super Vega, cream exterior, blue interior, fitted heaters and speech amplification, etc., used on excursions only, certificate of fitness to 1965, choice of two, £2,400.

1953 BEDFORD 35-seater Duple Super Vega, blue and silver exterior, red interior, fitted heaters, etc., certificate of fitness to 1963, £1,100.

1950 COMMER Avenger, 33-seater, Burlingham coachwork, cream and grey exterior, blue interior, fitted heater, certificate of fitness to 1963, £450.

1950 BEDFORD 29-seater, Duple, high-back seats, cream and red exterior, red interior, fitted heater, certificate just expired, cheap at £325.

1949 AUSTIN 31-seater Mann Egerton, cream and blue exterior, green interior, certificate of fitness to November, 1963, £295. 910-544

1950 LEYLAND PSI Burlingham full-front 35-seater, £650.

1956 BEDFORD 41-seater Duple, heaters, £2,150.

1949 BEDFORD 29-seater Duple Vista, certificate of fitness three years, £345.

29 Brand-new Duple seats for sale, £215.

CONWAY HUNT, LTD., Brox Rd., Ottershaw, Phone, Ottershaw 461, day and night. 910-399

MODERN CLEANSING APPLIANCES

By Ashley Taylor, M.Inst.T.A., A.M.I.R.T.E.,
of "The Commercial Motor"

Demy 6vo (Linson boards) 12s. 6d. net
Illustrated by post 13s. 4d.

TEMPLE PRESS LIMITED
Bowling Green Lane, London, E.C1

J. A. DIXON, Stoke Mandeville. Phone, Stoke Mandeville 3261. Offers:—
COMMERCIAL 41-seater, Plaxton.

1958 BEDFORD Duple, petrol, 41 seats.

1957 A.E.C., 9.6, double-decker, choice of three.

1948 BEDFORD Duple, 36 seats.

1953 BEDFORD 38-seater. 910-343

1952 EIGHT 1959 41-seater Duple BEDFORD coaches, Leyland diesel engines.

ONE 1961 A.E.C. 41-seater Duple Britannia, fitted radio, heaters and quarter lights, as new. Apply Mulrhill Garage, Salisbury. By Motherwell. Phone, Salisbury 207. 911-6012

A. G. JULIAN, BRIGHTON GARAGE, Brighton, Truro, Cornwall. Grampound Rd., 455. Specialists in used coaches. 910-400

NEW PASSENGER VEHICLES

AUSTIN

P.S.V. New AUSTIN 152 Kenecoach 12-seater, list, £880.
THE FOLKESTONE MOTOR CO., LTD. Phone, Folkestone 2244. 910-416

BEDFORD

ARLINGTON MOTOR CO., LTD., LONDON'S LEADING PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.
HEAD OFFICE:—
HIGH ROAD, PONDERS END, ENFIELD, MIDDX. Howard 1266.

OFFER FROM STOCK NEW BEDFORD PETROL OR DIESEL CHASSIS, DUPLÉ, BURLINGHAM, PLAXTON AND HARRINGTON COACHWORK. IN PRIMER FOR IMMEDIATE DELIVERY.

ARLINGTON MOTOR CO., LTD. 910-336

New Passenger Vehicles (contd.)

COACHES AND COMPONENTS, LTD.

469-475 HOLLOWAY ROAD, LONDON, N.7.
Phone, Archway 2647 (five lines).

ARE now taking orders for 1961 BEDFORD 29- to 41-seater-capacity luxury coaches, fitted with petrol or diesel engines.
PART-EXCHANGES and H.P. terms arranged to your satisfaction. zzz-0778

GRAND GARAGES (RICHMOND), LTD.

THE leading South-West London BEDFORD main dealers.

IMMEDIATE or early delivery of all BEDFORD models.

EARLY delivery on all TK models.

ALWAYS a selection of good used vehicles available.

RICHMOND RD., Twickenham, Middx. Phone, Popesgrove 2216 (six lines). 910-437

FORD THAMES

A. SPRINGALL, LTD.

IMMEDIATE delivery of new THAMES with Duple, Plaxton, Burlingham or Harrington bodies. Demonstrations and hire-purchase to suit your requirements.

A. SPRINGALL, LTD., Plumstead Common, S.E.18. Woolwich 5313. 910-223

LAMBERTS OF KINGSTON, LTD.

MAIN FORD DISTRIBUTORS.

1961 Thames Duple, one only in stock, part-exchanges and H.P. terms to your satisfaction. A full 24-hour service is available to all Thames operators.

140A LONDON RD., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines) or Molesey 0949, after hours. 910-366

MILLBURN,

THE PASSENGER-VEHICLE SPECIALISTS
TO COACH OPERATORS.

GIVE YOUR PASSENGER FIRST-CLASS TRAVEL AND COMFORT IN A NEW FORD THAMES 6D 41-SEATER DUPLÉ SUPER DE LUXE COACH. FITTED WITH 2-SPEED AXLES, NEW-TYPE BRAKING.

WRITE, PHONE OR CALL

MILLBURN MOTORS, LTD.

GLASGOW, BELL 0073.

LONGTON, LANCs, 3285-6.

CARLISLE 25422.

DEMONSTRATIONS AT ANY TIME OR PLACE.

DELIVERY IMMEDIATE.

MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE, LONGTON,

PRESTON, LANCs. 910-321

NEW 1961 model FORD THAMES Duple Yeoman 41-seater, fitted with walnut casing panels, parking lights, well mat, "K" moulding, heater, wheel discs, red moquette, finished in primer, painted and lettered to instruction, inspection invited. Part-exchange negotiated. Demonstration arranged.

ARLINGTON-ALMA GARAGES (BRISTOL), LTD., Mitchell Lane, Victoria St., Bristol, 1. Bristol 27063. 910-335

KARRIER

NEW KARRIER Plaxton 14-seater luxury coach, diesel engine. Phone, Hither Green 4881. 910-292

NEW 14-seater KARRIER luxury coach, Lilliput body by Readings, heater, trim and paint to customers' requirements, available June, 1961.

ANCHOR MOTORS,

VICTORIA ROAD,

CHESTER.

Phone 22622. 910-503

TROJAN

NEW and unregistered luxury coach for immediate delivery. Park Motors (Kingston), Ltd., 187-193 London Rd., Kingston, Surrey. Kingston 7610. 910-220

WILLIAMS MOTOR CO. (MANCHESTER), LTD., immediate delivery of the TROJAN 13-seater bus and coach from stock.

EARLY delivery of Yeates converted TROJAN 13-seater coach, limited number only.

TRAFFORD ST., Deansgate, Manchester, 3. Phone, Dea 8781. 910-461

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London and Western districts. Early delivery Kombi, Microbus, cab, pickup, ambulance. 129-131 Old Brompton Rd., S.W.7. Fre 7722. zzz-741

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

AGRICULTURAL VEHICLES

CHEVROLET 4 x 4 long-wheelbase, fitted latest type Atkinson 6-cu.-yd. lime spreader body, Ford 4D diesel engine, 9.00 x 20 twin rear, all good tyres, good order throughout, £525. Newis, Wetherby. Phone 2366. 910-6011

TWO CHEVROLET 4-wheel-drive Atkinson lime spreaders, fitted with Bedford engines. One Chevrolet loading shovel, with Bedford engine. Arthur Ramage and Sons, Douglas Water, Lanark. Phone. Douglas Water 208. 910-6046

AMBULANCES

AMBULANCES, new and used, diesel and petrol. A Dennis, Commer, Morris, Austin and Bedford. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 910-11

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

1960 Trader articulated unit, 6D Tasker automatic coupling, £835. Godfrey Davis, Ltd., Neasden Lane, London, N.W.10. Dol 8090. 910-6013

CAPITAL MOTOR CO. LTD.

BEDFORD MAIN DEALERS,
SCAMMELL DISTRIBUTORS.

NEW SCAMMELL Scarab 3- and 6-ton, petrol or diesel, early delivery.

NEW SCAMMELL 8-ton 23-ft. sided trailers, immediate delivery.

USED 3- and 6-ton SCAMMELL units.

REMINGTON ST. City Rd., N.1. (Near Angel). Clerkenwell 7456. 910-179

1957 DODGE 12-ton tractor with 22-ft. Carrimore drop-sided trailer, fifth wheel, new R6 engine, unladen weight 6 tons 3 cwt., available shortly, £875. 152 Hoe St., E.17. Cop 7202. 910-169

SCAMMELL flat 15-, 18- and 22-ft. trailers, 3-6-ton capacity from £65.

T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone. J. Alrewas 354-5-6. 922-850

NEW SCAMMELL Scarabs, favourable delivery.

NEW BEDFORD tractors available immediately.

NEW SCAMMELL trailers, automatic or S.A.E. fifth-wheel coupling.

1957 BEDFORD-SCAMMELL 10-ton tractor, 350-cu.-in. engine, very clean.

E. J. BAKER AND CO. (DORKING), LTD.
DORKING 3822. 910-247

1958 FORD Trader 6D fifth-wheel coupling, Tasker 22-ft. semi-low-loader, excellent condition. C. Russell, 155 Millbank St., Northam. Southampton 26590. 910-402

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 910-346

CARRIMORE close-coupled articulated 6-wheelers, hand-some appearance and ideal weight distribution.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 922-892

1957, November, BEDFORD D-type normal-control vehicle, £375. Phone. Cop 4777 or 4713. 910-265

BOGIES

FOR sale, 3 dollies or bogies, 15-ton, 9.00 x 20, 20-ton, 11.00 x 20, 30-ton, 12.00 x 20. Wyatt, Diss, Norfolk. 912-6036

20-TON capacity, fitted twin airline brakes, mounted four 12.00 x 20 tyres, ideal for transport of concrete beams, etc.

MERTON ENGINEERING CO. LTD., Faggs Rd., Feltham, Middx. Phone. Feltham 6208. 3045. 910-272

BREAKDOWN VEHICLES

A.E.C. Diesel 6 x 6, recently reconditioned, fitted with heavy-duty frame, would make excellent breakdown. Colnbrook 2741. 910-167

CATTLE CONVEYORS AND HORSEBOXES

AUSTIN vans, ex Civil defence, as new, ideal conversion horsebox-cattle truck, £150. Agricultural Vehicles, 24 Third Acre Rise, Oxford. Cumnor 2359. Depot: Stanton Harcourt Rd., Eynsham, Oxon. 911-6056

1956 BEDFORD 5-ton platform lorry with Baico extension on which is fitted a full-length cattle container body with fittings for sheep decks and horses, etc., spring-loaded ramps, first-class body, £500. G.T.C. Commercial, Ltd., 28 Bow Rd., London, E.3. Advance 5242-3

Miscellaneous Vehicles (contd.)

ESTATE CARS AND UTILITIES

1954 Vanguard estate, one owner, in excellent condition, £255. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 910-276

EX-W.D. VEHICLES

SWORDER (MOTORS), EXPORT, LTD., for all ex-W.D. trucks or spares. London Rd., Loudwater, High Wycombe, Bucks. Phone. High Wycombe 4078. 922-933

FOR sale. Vehicles and spares.

MOST types of commercial vehicles, civilian and ex-W.D., being dismantled for spares.

COMMERCIAL vehicles always required for dismantling.

SEND us your offers and requirements.

C. MORGAN AND SON, Waltham Chase, Southampton. Bishop's Waltham 133. 922-868

A.E.C. Albion, Austin, Bedford, F.W.D., Maudslays. Also winch and tipper trucks. Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres.

J. H. ROLLASON, Yokesford Hill, Romsey, Hants. 922-816

MINISTRY reconditioned Bedford 1-ton; 3-5-ton and QL and 4 x 4 vehicles; Bedford tankers, 200-, 500- and 800-gallon; QL winch and tipper trucks; Austin K4 (twin rear); Austin vans (mobile shop, canteen, horsebox, etc.); trailers, etc. Particulars from: Agricultural Vehicles, 24 Third Acre Rise, Oxford. Cumnor 2359. Depot: Stanton Harcourt Rd., Eynsham, Oxon. 911-9976

GENTLEMEN WORTH KNOWING.

CUNDEY AND STEWART, LTD.

DEALERS AND DISMANTLERS OF

EX-W.D. VEHICLES ONLY.

SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES.
SPARES AND TYRES.

ALFRETON, DERBYSHIRE.

PHONE, LEABROOKS 477. 910-704

FOR all your spares, ex-W.D. and civilian. Mains Motors, Ltd., Woodside, Old Henley Rd., Ewelme, Oxon. Phone 62. 910-198

INSULATED VANS

SCAMMELL 10-ton 23-ft. insulated box trailer in very good order, £450.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 910-350

JEEP

M38, Late type, hard and soft top, low mileage, ex U.S. Forces, from £150. Oxford Motor Co., 474 Cowley Rd., Oxford. Phone 78361 and 78166. 910-407

LUTON VANS AND PANTECHNICS

LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £295. Two-year guarantee.

FREIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone. Footsray 6851. 922-780

A.E.C. Reliance, first registered 1955, 1,900-cu.-ft. capacity, loading tailboard and roller shutter, 7.7 underfloor engine consistently returning 18 miles per gallon, cost over £3,800 new, and fitted with many extras, including heavy-duty springs, exhaust brake, and 70-gallon fuel tanks. This vehicle is only being disposed of due to fleet standardization, and is in excellent mechanical and body condition, price £1,400. Phone. Stepney Green 5522. 911-6034

5.1-LITRE B.M.C. diesel 7-ton Luton van, first registered May, 1956, 1,900-cu.-ft. composite body, built September, 1958, 100-gallon fuel tanks, in excellent mechanical and body condition, price £850. Phone. Ste 5522. 910-218

1957 FORD 4D 1,400-cu.-ft. Luton vans, choice of two, £650 each. Barnet 1066, 9 a.m. to 6 p.m. 910-193

1959, December, BEDFORD 7-ton forward-control diesel aluminium boxvan, 750 cu. ft., £775. Dawner Motors, Ltd., Ewell By-pass, Surrey. Ewell 2382. 910-187

NEW Hi-bulk Luton on Morris J2, 440 cu. ft., available ex stock, £702 10s unpainted, £775 painted one colour, passenger seat and heater. Phone. Bishopsgate 3393. 910-375

BEDFORD, 1957, 3-4-ton Luton van, just been completely rebuilt like new, reconditioned engine, coach repainted. Also 1950 Bedford Luton van, body sizes, floor 15 ft. 9 in., headroom 8 ft. 3 in., width 6 ft. 9 in., inside Luton 3 ft. 11 in., headroom 4 ft. 3 in., new front mudguards, real bargain, £240. Mr. Alfred Hales, 7 Manor Rd., Walsell, near Sheffield. Phone. Kiveton 76. 911-6070

BEDFORD, October, 1957, 300 diesel, 1,150-cu.-ft. Luton, shutter and tailboard and rear, new set 7.50 x 20 nylon tyres, in good order, £600.

TRADER, Luton body, 850 cu. ft., will fit 138-in.-wheelbase chassis, this body is virtually as new, £135. Phone. Cop 4777 or 4713. 910-266

Miscellaneous Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.

IMMEDIATE delivery BEDFORD diesel 4-ton 1,200-cu.-ft. Luton body.

HIGH ROAD, PONDERS END, ENFIELD, MIDDX.
Howard 1266.

ARLINGTON MOTOR CO., LTD.

910-331

DECEMBER, 1957, Karrier Bantam 900-cu.-ft. Luton van, factory reconditioned engine, new batteries, brakes relined, good tyres, £550.

1955 Thames 4D 1,000-cu.-ft. Luton, £475.

OKATHORPE MOTOR CO., North Circular Rd., N.13. Fox Lane 0161. 910-297

H. A. SAUNDERS, LTD.

AUSTIN DISTRIBUTORS.

AUSTIN S200 chassis-cab, petrol fitted with 600-cu.-capacity Luton body, walk-up tailboard etc.

AUSTIN LD5 30-cwt. chassis, petrol fitted with a 500-cu.-capacity Luton body, drop well walk-up tailboard.

AUSTIN 3-ton FG chassis-cabs, petrol or diesel, fitted with 1,075-cu.-capacity Luton bodies, drop well, low-loading tailboard.

ALWAYS a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

H. A. SAUNDERS, LTD.

836 HIGH ROAD, FINCHLEY, N.12.

Hillside 8822, ext. 22. 910-370

1956 BEDFORD A-type diesel Luton van, approximately 1,250 c.c., rear and side loader, in excellent condition, £575. A and L Vehicle Supply Co., Ltd., 27-41 Gravel Lane, Salford, 3. Phone. Manchester, Blackfriars 1511. 910-462

Luton Vans and Pantechnics Wanted

WANTED, 1951-60 pantechnics from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers. Try us night and day. Greenwith 2033. Chandler's Motors, Ltd., 71 Greenwich South St., London, S.E.10. 910-299

MOBILE SHOPS, CANTEENS, ETC.

AUSTIN vans, ex-civil defence, as new condition, all-steel construction, fitted side door, windows, cupboards, lockers and racks, etc., ideal mobile shop or wholesale distribution, price £1,100. Full details from: Agricultural Vehicles, 24 Third Acre Rise, Oxford. Cumnor 2359. Depot: Stanton Harcourt Rd., Eynsham, Oxon. 911-6055

COACHBUILT mobile showroom on 5-ton Dennis Stork chassis. This low-mileage vehicle fitted with diesel engine, was built at a cost of £4,000 and maintained regardless of cost, and is now offered at £750. (Bis 339). 910-21

SMITH'S used Karrier Bantam, long chassis, 1960, £1,575; also Commer diesel, 1957, £850; and Karrier Bantam, 1960, 350 miles only, £1,500; and Bedford, Fordson and Morris mobile shops. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 910-12

MOBILE shops. New mobile shops for immediate delivery on Morris-Commercial diesel LDOS, FG 30-cwt. and FG 2-ton chassis, all ready for internal equipment to operator's specifications. Arnol's Garages, Blinshall St., Dundee. 913-6058

MUNICIPAL VEHICLES

REFUSE collection. One S model BEDFORD fitted with Eagle Compressor body and Paladin rear bin hoist, vehicle overhauled and offered for sale in first-class order, demonstration by appointment.

RICE ENGINEERING CO., LTD., 27 Coldharbour Lane, Camberwell, S.E.5. 922-797

KARRIER gully engine, ex corporation, very clean, choice of two. Lawrence, Alfreton, Derbys. Phone 565. 910-48

CESSEPI and gully emptiers for sale. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone. Botley 2343. 910-304

REFRIGERATED TRANSPORT

1960, July, BEDFORD diesel 3-ton insulated van, 5-in. insulation, 2,000 miles, as new, £1,100.

PIRBRIGHT GARAGE, Pribright Rd., S.W.18. Vandyke 6188. 910-147

Refrigerated Transport Wanted

REFRIGERATED transport wanted—quality second-hand vehicles of heavy and medium tonnage required. Details, with photographs, to Comberhill Garages, Ltd., Ings Rd., Wakefield, Yorks. 912-0063

TANK WAGONS

LEYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500- and 1,200-gal. spirit tankers and large stock of tanks, tankers, frameless articulators and independent tanker trailers, cargo pumps and compressors, all types, list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone. Botley 2343. 922-600

Miscellaneous Vehicles (contd.)

1959. February. BEDFORD 6-ton 6-cylinder diesel, with 4-compartment 1,500-gallon petrol tank, complete with all equipment, pump, hoses, dipstick, etc., £900.

1958. September. B.M.C. MORRIS 7-ton 6-cylinder petrol, complete with all equipment, pump, hoses, dipstick, etc., £850.

A. DLAIDS MOTORS, LTD.

MAIN FORD DEALERS,

43-45 ACRE LANE, BRIXTON, S.W.2.
Brixton 6431 (six lines). 910-6009

FOR sale, Dennis Pax, 1949, P6 diesel, 5-speed box, 1,200 gal., well tired, excellent condition throughout. Chippendale, Lancaster Rd., Carnforth, Lancs. Phone 612. 910-4156

BEDFORD 800-gallon tankers, 2-compartment, £200; 950-gallon OL 4 x 4 with pumping equipment, £280; 2,500-gallon A.E.C. 6 x 6, petrol engine, £650 or £800 with diesel engine.

L. W. VASS, LTD., Amptill, Bedford. Amptill 3255. 910-841

4,000. 3,600, 2,000 spirit fuel and oil tankers available immediately delivery; articulated or rigid, fitted new and second-hand 6-, 8- or 4-wheeled chassis and tanks, or chassis sold separately if required. Tanks, all makes, to order.

HATTER BROS., Austin Agents, of Grays. Phone, Purfleet 5458. 910-143

ONE BEDFORD 2,000-gal. tanker articulated outfit, complete pump and hoses, ready for work.

HARGOLD ASTON, LTD., Langley, near Birmingham. Broadwell 2317-8. 910-96

A.E.C. 6-wheel rigid single drive, 9.6 engine, 3,100-gal. two-compartment tank, 24-in. Albany pump.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.1. (Near Angel). Clerkenwell 910-184

DECEMBER, 1958. BEDFORD 300 diesel 1,500-gal. 4-compartment spirit tanker, Varley pump, £850. Popesgrove 0502. 910-4482

950-GALLON Bedford OL 4 x 4, complete with pump and hose, excellent condition.

MERTON ENGINEERING CO., LTD., Fagers Rd., Feltham, Middx. Phone, Feltham 6208. 910-274

ALL types of road tankers from 1,000 gal. to 3,500 gal.

1956 B.M.C. 1,200-gal. three compartments with pumps.

F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 910-262

1958 BEDFORD articulated 2,000-gallon tanker, 3-compartment, lagged and lined, in first-class order with 300 engine and 2-speed axle, S.A.E. coupling, one owner since new, £950.

1957 B.M.C. diesel 1,500-gal. stainless steel lagged tanker in excellent order, bargain.

1952 MORRIS and Bedford 1,200-gal. tankers, 3-compartment, in very good order at £200 each, choice of several.

ALSO a number of other useful tankers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 910-352

TIPPING LORRIES

NEW hydraulic tipper.

DODGE 7-ton 7-yd. all-metal underbody end tipper, drop sides, complete in primer, Bin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. 910-319

1954 AUSTIN tipper, Perkins P6, large capacity aluminium body about 12 yd., 9.00 x 20 tyres, excellent condition, £360. 1953 Commer, 6 yd., Perkins P6, Eaton 2-speed axle, £280. Ford Thames, 5 yd., petrol engine, £140. Foden 8-wheeler, 15 yd. body, £300.

L. W. VASS, LTD., Amptill, Bedford. Amptill 3255. 910-841

TIPPING gears, Edbro, Pilot, Telehoist, bodies, painting, wines, etc. We supply and fit for motor traders from all over England. Large stocks, rapid delivery. Phone, Kays, Ashbourne Rd., Derby 40681 (19 lines). 911-6038

1954 BEDFORD 6-ton P6 10-cu.-yd. tipper, £400. Victoria Motor Co. (Bristol), Ltd., Temple Gate, Bristol, 1. 910-78

1958 BEDFORD 7-ton short-wheelbase tipper, steel body, 300 diesel engine and 5-speed gearbox, well tired, £485. R. Justice, Winter Close, Underwood, Notts. Phone, Langley Mill 3182. Phone, evenings, 3625. 910-89

A. SPRINGALL, LTD.

THAMES Trader, 6-cu.-yd. Edbro tipper, Int. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 910-228

1955 DODGE long-wheelbase, reconditioned P6 engine. Pilot tipping gear, extension sides, for quick sale, £365.

THE RELIANCE GARAGE (NORWICH), LTD., Higham St., Norwich. Phone 28911-5. 910-250

1947 Octopus long-wheelbase platform and drop-sides, four ton, £2,000.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone. Bawtry 362. 456. 457. 910-531

FROM £200 each, selection of 20 diesel tippers, Albion, Commer, Ford and Seddon, etc.

THE RELIANCE GARAGE CO. (BRIGHOUSE), Wakefield Rd., Brighouse, Yorks. Phone, day, Brighouse 1677; night, Bradford 78486 or 1077. 910-516

1960 Model DODGE 6-wheel tipper, Pilot gear, 2-speed axle, air brakes, Leyland engine, 9.00 x 20 tyres all round, aluminium frame and wood body, 24 cu. yd. one owner, surplus to requirements. Offers to McIntosh Haulage, Ltd. Syd 8078. 910-454

Miscellaneous Vehicles (contd.)

NEW BEDFORD 7-ton all-steel body, diesel engine.

NEW BEDFORD 151-in.-wheelbase, diesel, twin-ram, all-steel body.

ONE or two normal-control 7-ton, mileages 1,000-2,000.

BARTON MOTORS (PRESTON), LTD.

PRESTON.

Preston 4664. 910-456

OCTOBER, 1957. BEDFORD diesel 7-ton U-shaped steel-bodied tipper, good condition, £450.

1956 BEDFORD 6-ton long-wheelbase tipper, diesel, choice of two, £185 each.

WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 910-485

1957 7-ton DODGE diesel tipper, very good condition, £575.

COUNTY OAK SERVICE STATION, LTD., London Rd., Crawley, Sussex. Phone, Crawley 25475-6-7. 910-395

1960 BEDFORD 7-ton diesel, forward-control, double-drop-side tipper, £875.

1960 BEDFORD 7-ton diesel forward-control, fixed-side tipper, £825.

1960 FORD Trader 7-ton diesel short-wheelbase drop-side tipper, choice of three, Edbro and Anthony tippers from £775.

DAWNIE MOTORS, LTD., Ewell By-pass, Surrey. Ewell 2582. 910-189

THE OPERATOR'S GUIDE TO THE TRANSPORT ACT, 1953

Published in association with "The Commercial Motor"

Crown 8vo Paper Covers

From Booksellers 1s. 6d. net or direct from the Publishers (postage 2d. extra)



TEMPLE PRESS LIMITED

Bowling Green Lane, London, E.C.1

A. SPRINGALL.

NEW Thames Trader, 6 cu. yd., Edbro tipping, H.P. arranged, A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 910-227

1958 BEDFORD 5-ton tipper, 30,000 miles, very good tyres, £575.

WRAY PARK GARAGES, Reigate, Surrey. Reigate 2263. 910-284

1952 FODEN double-drive bulk tipper, new tipping gear and body in primer, £750, or exchange for a lightweight rigid 6-wheeler. Phone, day, Watford 36528 or evenings, Watford 31063. 910-319

1960 BEDFORD normal-control 7-ton tipper, 300 diesel engine, 2-speed, in excellent order, choice of two, £850 each.

1960 COMMER T53 medium-wheelbase 12-yd. tipper, very low mileage, Edbro ram steel body, 5-speed box, bargain, £1,200.

1956 COMMER T53 7-ton tipper, drop-side wooden 9-yd. body, reconditioned engine, excellent order, £500.

ALSO many other tippers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 910-353

Tipping Lorries Wanted

WANTED. BEDFORD A-type petrol- or diesel-engined short-wheelbase tippers with or without bodies. Faulkners (Transport) Ltd., Wallington, Fareham, Hants. Phone, Fareham 4234. 912-9975

1959-60 Diesel tippers, 7-10-cu.-yd. steel bodies, Dodge or Ford, details and price to Ferraris of Cricklewood, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gls 2234-5-6-7. 910-253

TRACTORS

1954 SEDDON, Scammell P6, 2-speed axle, tyres good, mechanically good, £175. Phone, Bristol 692810. 910-4379

1954 SCAMMELL tractor unit, 6LW engine, air brakes, in first-class order.

1952 SCAMMELL heavy haulage tractor complete with power winch, ballast box equipment, etc. (not as W.D.), in excellent order.

UNREGISTERED Thames Trader 6D tractor unit, S.A.E. coupling, £600.

1953 A.E.C. Mandator tractor unit, 9.6 engine, air brakes, one owner, a large concern, well maintained.

1956 ALBION-SCAMMELL tractor unit, 2-speed axle, extra, £450.

1956 COMMER T53 unit, Scammell coupling, very clean and well maintained, £450.

1958 BEDFORD S Scammell unit, Leyland Comet engine, one owner, £450.

1958 BEDFORD S unit, 300 diesel engine, S.A.E. coupling, 2-speed axle, one owner, £450.

ALSO many other good tractor units in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 910-355

Miscellaneous Vehicles (contd.)

1953 AUSTIN tractor for sale, P6 engine, only 21,000 miles, new gearbox, new differential, £150 or near offer. The River Garage, Old Stratford, Wolverton, Bucks. Phone, Stony Stratford 2194. 910-344

1959. December. BEDFORD-SCAMMELL, 2-speed axle with 20-ft. x 8-ft. x 6-ft. 8-in. boxvan, £885.

1959 B.M.C. Scammell tractor, £595.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362. 456. 457. 910-529

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. 910-883

TRAILER Dollys, various size tyres, complete with fifth wheel, from £80 each. L. W. Vass, Ltd., Amptill, Bedford. Amptill 325. 910-841

DYSON super trailers and semi-trailers.

THE best of haul investments.

R. A. DYSON AND CO., LTD., 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. 910-829

"Ignition, Liverpool."

WHALEBONE MOTORS, LTD.

1958 BEDFORD Comet with low-loading trailer, knock-out axle, S.A.E. coupling, 18-ft. well, good throughout, £1,250.

E.R.F. Unit, with Tasker low-loading trailer, 15-ft. well, 12.00 x 20 tyre equipment, knock-out axle, cheap.

WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD,

CHADWELL HEATH, ESSEX.

Phone, Seven Kings 5282. 910-374

E. C. G. TRAILERS, LTD.

HUNDREDS of reconditioned trailers of all types always in stock.

NEW trailers, any pick-up, immediate delivery.

YOUR short or damaged trailer rebuilt as new.

96 HACKFORD RD., S.W.9. Tel 3852-3. 911-9369

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

SCAMMELL trailers, 3-ton, 6-ton, 8-ton. 910-912

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low-loaders, box bodies, platform, pantechinoms, and special types.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 910-355

MERTON ENGINEERING CO., LTD.

OFFER—

GOOD second-hand low-loading trailers from 10 ton to 40 ton capacity. Any type of coupling fitted. Also flat, semi and drawbar trailers.

FAGGS RD., Feltham, Middlesex. Phone, Feltham 6208, 3045. 910-273

TASKER 20-ton articulated low-loading trailer, 18-ft. well, S.A.E. coupling, servo-assisted brakes, knock-out rear wheels (14.00 x 20 tyres), in good condition, winch and loading ramps, new 1958 and in exceptional condition, £1,450. Road Rollers, Ltd., 928 Melton Rd., Thurston, Leicester. 910-6032

PYRAMID trailers in new, part second-hand or conversion. Special tyres, low loaders, tippers and flats. Quick delivery, cheap price. Guaranteed workmanship.

HALLIWELL AND CO., Farnworth Wagon Works, 155 Duke St., Farnworth. 910-6054

MERRIWORTH trailers. Midland distributors, Mortons Garages, Ltd., Coventry 5354. 910-116

BROWNHILLS MOTOR SALES.

NEW Scammell 12-ton 25-ft. trailers, Scammell coupling, ex stock.

NEW Scammell 12- and 14-ton 25-ft. trailers, fifth wheel.

BROWNHILLS MOTOR SALES.

WATLING STREET (A5),

BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392. 910-101

1955 AUSTIN articulated unit, complete, Scammell coupling.

TWO GATES GARAGE, LTD., Oxford Rd., Ryton-on-Dunsmore. Phone, Toll Bar 3342. 910-40

TANDEM-AXLE trailer, fifth pin, air brakes, £425. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 910-111

TWO trailer-mounted fire pumps, 500 g.p.m., in good condition, T. E. Cunliffe, 45 Wellington Rd., Handsworth, Birmingham, 23. Phone, Northern 9832. 910-130

TASKERS 14-ton 24-ft. low-loading tandem-axle trailer, 12-ft. well, hand winch, good tyres.

MOTORS (SOUTHAMPTON), LTD., Budd Lane, Stockbridge Rd., Romsey, Hants. Phone, Romsey 3317. 910-4484

Miscellaneous Vehicles (contd.)

TASKERS trailers and semi-trailers. For every type of load between 8 cwt. and 35 tons.
SUITSABLE for most kinds of prime mover, Land Rover, vans and cars.
FIFTH-WHEEL Taskers D-S automatic or mechanical horse couplings.
TRAILERS now in stock include: 10-, 12-, 14- and 16-ton super straight (S.A.E.); 3-, 4-, 8-, 10- and 12-ton straight frames (D-S); 15-ton twoside; 12-ton step-frame low loader (D-S) and 14-ton step-frame low-loader (S.A.E.); 12-ton rear steering PV semi-trailer.
FULLY illustrated leaflets on request.

TASKERS OF ANDOVER (1932), LTD., Head Office and Works: Waterloo Iron Works, Andover, Hants. Phone, Andover 2312. Telex 47-539. Grams, "Taskers-Andover-Telex."

LONDON office: 36 Victoria St., S.W.1. Phone, Abbey 2202. Manchester office: 26 Corporation St., Manchester, 4. Phone, Deansgate 6009. Telex 66-249. zzz-852

ARLINGTON MOTOR CO. LTD.

NEW York Freightmaster, 26-ft.-long alloy boxvan, S.A.E. coupling.
HIGH ROAD, PONDERS END, ENFIELD, MIDDLESEX. Howard 1266. 910-332

40-FT. American semi-low-loading articulated trailers, dollies available. Bridge Motors (Commercial), Ltd., Botley, Southampton. Phone, Botley 2343. 910-439

30-TON low-loader multi-wheel trailer, fitted with diesel stone crusher, Fowler engine. Offers to Pearl St. Garage, Sheffield. Phone 29139 and 399529. 910-460

YORK semi-trailers, good delivery, all models. B.T.C. semi-trailers, immediate delivery, 12- and 15-ton, also 12-ton low-loader. Central Garage, Barnsley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8. 910-470

Miscellaneous Vehicles (contd.)

WALTON MOTORS. **W**ALTON MOTORS.

£295. 24-ft. 12-ton Tasker articulated trailer, fitted with B.T.C. hitch.
£325. 23-ft. 10-ton Scammell trailer. 9.00 x 20 tyres.
£175. 20-ft. 8-ton Scammell trailer.
£100. 18-ft. Crane drawbar trailer.
£90. 16-ft. Hands drawbar trailer, fitted with air brakes.

WALTON MOTORS, 255 Walton Lane, Liverpool, 4. Aintree 1873. 910-512

10-12-TON low-loader artic. trailer, 16 ft. 6 in. in well, S.A.E. pin, knock-out axle, fitted winch, etc., as new and unused, £550.
20-25-TON low-loader trailer, 22 ft. in well, knock-out axles, S.A.E. pin, new 14.00 x 20 tyres, in really first-class order, £850.
12-14-TON articulated tipping trailer, Edbro twin-ram tipper, large-capacity steel body, in first-class order, £600.

B.T.C. 12-ton 4-in-line trailers, 24-ft platform bodies, in first-class order, choice of three.
DYSON 16-ton tandem-axle trailers with bulk bodies, choice of four.
SCAMMELL 16 ft., 18 ft., 20 ft., 23 ft., 25 ft. and 30 ft. in stock, in good order.
All S.A.E. pin types, 22 ft. to 26 ft. in stock, all at reasonable prices.
RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 910-351

25-FT. Hands 12-ton platform trailer, in outstanding condition, having done 15,000 miles only, fifth-wheel coupling, £575. G.T.C. Commercial, Ltd., 28 Bow Rd., London, E.3. Advance 5242-3. 910-510

20-TON low-loading machinery trailer, knock-out axles. SCAMMELL trailers, all lengths, 16 ft. to 25 ft., also other leading makes of drawbar or semi-trailers.
JACKERBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 910-199

Miscellaneous Vehicles (contd.)

DYSON 24-ft. alloy platform, 9.00 x 20 tyres, 10-stud wheels, c/w landing gear, twin air brakes, £475.
NELW 15-ton four-in-line, £1,018.
JOHNSON HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 910-530

Trailers Wanted

WANTED, trailer, semi-flat low-loading, with tandem wheels and fifth-wheel coupling, 16-ton capacity, Box CM0814, care of "The Commercial Motor." 910-6026

WANTED, articulated van trailer, approx. 1,500 cu. ft. or larger, preferable fifth-wheel coupling, air brakes, must be in good condition.
EEVANS (TRANSPORT), Portland St. Garage, Kirkby-in-Ashfield, Notts. Phone 2273. 910-441

TRAILER UNDERCARRIAGES

DAVIES, S.A.E. fifth-wheel coupling, factory reconditioned, exchange service and spares. London Rd., Ware, Herts. Ware 489. zzz-736

SERVICE-EXCHANGE Scammell couplings, immediate delivery. Merriworth Engineering, Ltd., London Rd., Stone, Dartford, Kent. DA3 1171-4. zzz-764

TRANSPORTERS

1958 GUY Warrior long-wheelbase, fitted with special steelwork, Gardner 41W engine, 10.00 x 20 tyres, all in excellent condition, air brakes, cost £3,000 when new, bargain, £1,250.
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 910-52

CAR or machinery low loader, 25-cwt. transporter trailer, platform length 13 ft. 4 in., clearance between wheels 6 ft., with winch, £200. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 910-10

SPARE PARTS AND SUPPLIES

A.E.C.

CCROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. zzz-965

USED UNITS, Whittlefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. zzz-649

RECONDITIONED A.E.C. 7.7 engine, complete with accessories, £170. L. W. Vass, Ltd., Amptill, Bedford. Amptill 3255-6. zzz-998

JOHNSON CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. zzz-913

SPAIRES for most types available.

S. HUGHES (COMMERCIAL), LTD., Lodge Garage, 93 Whitehall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-633

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-939

NEW reconditioned transfer boxes for Matador, new injector pumps, Condey and Stewart, Ltd., Alfreton, Derby. Leabrooks 477. zzz-568

A.E.C. Complete 9.6 engines and all spares for this model. Pearl Garages, Ltd., 37 South Ealing Rd., W.5. Eal 9046. 910-163

COMMERCIAL VEHICLE SPARES (MORLEY), LTD., 78 Scotchman Lane, Morley. Phone, Morley 1847. 910-785

ALBION

CCROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. zzz-966

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-940

JOHNSON CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. zzz-914

SPAIRES for most types available.

S. HUGHES (COMMERCIAL), LTD., Lodge Garage, 93 Whitehall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-634

ATKINSON

CCROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. zzz-967

USED UNITS, Whittlefield, Burnley (phone 2262). Dismantling 4-, 6- and 8-wheelers, all models. zzz-777

COMMERCIAL VEHICLE SPARES (MORLEY), LTD., 78 Scotchman Lane, Morley. Phone, Morley 1847. 910-686

AUSTIN

USED UNITS, Whittlefield, Burnley (phone 2262). For K2, 3, 4 models. zzz-647

WHOLESALE stockists, Frynn and Stevens, Ltd., 57 Acce Lane, S.W.3. Brixton 1155. zzz-832

Spare Parts and Supplies (contd.)

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-941

RECONDITIONED engines with accessories, 6 x 4 and 4 x 2, £45. New cylinder blocks with pistons and bearings, £10; 31-litre crankshafts, £6. Pistons with rings, £30; 60, 65, Gearboxes, £10; 6 x 4 differentials, £20. Rear axles, £30; 4 x 4 axle shafts, £3. L. W. Vass, Ltd., Amptill, Bedford. Amptill 3255-6. zzz-761

C. G. NORMAN (COMMERCIAL), LTD.

OFFICIAL AUSTIN DISTRIBUTORS.

Main Spare Parts Stockists.

AUSTIN SPARE PARTS AND COMPONENTS.

50 VAUXHALL BRIDGE ROAD,

LONDON, S.W.1.

Victoria 2211. zzz-764

JOHNSON CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. zzz-915

SPAIRES for most types available.

AUSTIN 4 x 4 front and rear axles; also differentials.
AUTO UNITS (EALING), LTD., Derwent Rd., Ealing, W.5. Eal 5108. zzz-836

J. GIBBS, LTD.

AUSTIN DISTRIBUTORS.

AUSTIN AND B.M.C. REPLACEMENT PARTS

AND FACTORY REPLACEMENT UNITS.

LONGBRIDGE HOUSE,

BEDFORD, FELTHAM, MIDDLESEX.

Feltham 6644 (five lines). zzz-0641

A40 Spares, 1948 to 1955. T. and F. Motors, 2a Pooles Park, N.4. Arc 4582. 910-152

LOADSTAR pistons ID 1795 st. at £3 10s. per set.
SECOND-HAND engines with accessories at £15 each.
BOROPEX, LTD., Cubitt Town Wharf, Millwall, E.14. East 4911. 910-730

BEDFORD

USED UNITS, Whittlefield, Burnley (phone 2262). Spares suitable for all models. zzz-648

CCROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All spares and parts in stock. zzz-968

QL New crown wheel and pinions, £6 cased; second-hand diff. and pinion ass. c/w bearings. All spares for OL and OY, Condey and Stewart, Ltd., Alfreton, Derby. Leabrooks 477. zzz-725

Spare Parts and Supplies (contd.)

JOHNSON CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. zzz-916

SPAIRES for most types available.

AXLE cases, O, A and S; also differentials and hubs. Turner and Knight, Ealing 4298. zzz-606

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-942

COACHES AND COMPONENTS, LTD.

93-94 STAMFORD HILL,

LONDON, N.16.

Stamford Hill 8444 (five lines).

BEDFORD MAIN DEALERS.

PASSENGER AND COMMERCIAL VEHICLES.

FULL range of genuine spares and exchange units; quick repairs and breakdown service. zzz-779

S. HUGHES (COMMERCIAL), LTD., Lodge Garage, 93 Whitehall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-635

JOHNSON-ROBERTS, LTD., have been supplying exchange Bedford 28 h.p. Short Motors for 16 years. Why not try one for yourself? £24 net trade or £26 10s. with pump and reconditioned oil pump. Every cylinder block is tested and surface ground. For full details write or phone London's oldest-established engine reconditioning concern. Johnson-Roberts, Ltd., 12 Pembroke Rd., Hornsey, N.8. Phone, Mountview 0111-4. zzz-827

COMMERCIAL VEHICLE SPARES (MORLEY), LTD., 78 Scotchman Lane, Morley. Phone, Morley 1847. 910-786

RECONDITIONED engine c/w accessories, £45; cylinder blocks c/w pistons, £20; 67; rear axle, 6/41 ratio, £35; OL transfer boxes, £18; crown wheel and pinions, 6/37; 65. L. W. Vass, Ltd., Amptill, Bedford. Amptill 3255-6. zzz-854

PISTONS, sizes .020, .040 and .060 Bedford crankshafts part No. 7055851; Bedford cylinder blocks part No. 7125648 and exhaust valves part No. 6066799; cylinder-head assemblies, new, part No. 7067610; flywheel assembly, complete, part No. 7055462. Current stock list now available. Hayes (Middlesex) Trading, Ltd., 73-75 Prince Regent Lane, Plaistow, London, E.13. Albert Dock 5601-2. 910-281

B.M.C.

S. HUGHES (COMMERCIAL), LTD., Lodge Garage, 93 Whitehall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-681

B.M.C. 2-ton spares. T. and F. Motors, 2a Pooles Park, N.4. Arc 4582. 910-153

CHEVROLET

COMPREHENSIVE stocks of spares and replacement units for Canadian Chevrolet. Don Everitt, Ltd., Chevrolet Distributors, Cleveland Rd., Wolverhampton. Phone 23212. zzz-903

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-943

855

Spare Parts and Supplies (contd.)

JAYGEE. For engines, gearboxes, axles and all other spares. Phone, Riv 3656-7, or write J.G. Auto Spares Co., 109-111 Fulham Palace Rd., Hammersmith, W.6. zzz-726

COMMER

USED UNITS. Whittlefield, Burnley (phone 2262). Spares for N and Q and QX models. zzz-649

CROSSROADS COMMERCIALS, LTD. Gildersome, near Leeds. Morley 4144-5-6. All spares available. zzz-969

COMPLETE stock of new and used parts for N1-2-3, Q2, Q4, Q25, 8-cwt. and all ex-W.D. models. Exchange engines, gearboxes, pumps, etc. New wings and cab. R. J. Grimes, Ltd., Hadleigh Garage, Marlip Lane, Coulsdon, Surrey. Bywood 1455-4 (four lines). zzz-111

JOHN CHARLTON (BOLTON), LTD. commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **SPARES** for most types available. zzz-917

RECONDITIONED Commer Q4 engines, complete with accessories, £42 10s.; radiators, £8; rear axle assemblies, £32; front axle assemblies, £7 10s.; second-hand gearboxes, £10.

L. W. VASS, LTD. Amphil, Bedford. Amphil 3255. zzz-997

AUTOREX (LIVERPOOL), LTD. vehicle dismantlers. Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-944

CONTAY FOR COMMER.

ROOTES PARTS—SALES—SERVICE.
FOR IMMEDIATE REQUIREMENTS.
Phone, Waterloo 6162-3.

164A SOUTHWARK BRIDGE ROAD, LONDON, S.E.1. zzz-758

S. HUGHES (COMMERCIAL), LTD. Lodge Garage, Whitehall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-636

ESCOTT AND CO. (BRISTOL), LTD. 100% Commer service. Spares and exchange units. Bristol 5407-8. 53 Acre Lane, London, S.W.2. zzz-794

7-TON Commer spares. T. and P. Motors, 2a Pooles Park, N.4. Arc 4582. 910-148

DENNIS

USED UNITS. Whittlefield, Burnley (phone 2262). Spares for Lancet, Ace, Pax and Max models. zzz-650

COACHES AND COMPONENTS, LTD.

469-473 HOLLOWAY ROAD,
LONDON, N.7.
Archway 2647 (five lines).

THE PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.

GENUINE spares and exchange units, repairs, bodywork, painting. zzz-780

OLD TRAFFORD MOTOR ENG. CO. LTD.

SERVICE units and spares for all models. Talbot Rd., Manchester, 18. Phone, Trafford Park 0549. zzz-817

DENVER MOTORS, LTD.

DISTRIBUTORS.
HARROW ROAD, LEYTONSTONE, E.11.
BARWICK ROAD, NEAR WARE, HERTS.

Spare parts, exchange units for all models, repairs. Breakdown service.

All classes of bodywork in our coachworks. Phone, Maryland 3381; Much Hadham 298. zzz-889

JOHN CHARLTON (BOLTON), LTD. commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **SPARES** for most types available. zzz-918

AUTOREX (LIVERPOOL), LTD. vehicle dismantlers. Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-945

COMMERCIAL VEHICLE SPARES (MORLEY), LTD. 78 Scotchman Lane, Morley. Phone, Morley 1847. 910-688

DODGE

USED UNITS. Whittlefield, Burnley (phone 2262). Spares for 3-, 4- and 6-ton models. zzz-651

CROSSROADS COMMERCIALS, LTD. Gildersome, near Leeds. Morley 4144-5-6. All spares in stock. zzz-970

JOHN CHARLTON (BOLTON), LTD. commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **SPARES** for most types available. zzz-918

A56

Spare Parts and Supplies (contd.)

COOMBS COMMERCIALS (GUILDFORD), LTD.

DODGE DISTRIBUTORS.
We specialize in Service Units.

Unrivalled stock
of
Genuine Dodge Spares.

LIKE THE DODGE YOU CAN DEPEND
ON COOMBS.

COOMBS COMMERCIALS (GUILDFORD), LTD.

PORTSMOUTH ROAD,
GUILDFORD.
Phone 62907 (three lines). zzz-841

CHURCH ROAD MOTORS

(SOUTHEND-ON-SEA), LTD.

DODGE AND PERKINS SPARE PARTS.

NEW AND SECOND-HAND.

PHONE, DAY AND NIGHT,

HADLEIGH 57271.

SOUTHEND 48528


HADLEIGH, ESSEX. 910-25

THE ROAD TRANSPORT ENGINEER

Edited by G. Mackenzie Junner

Demy Bro. Cloth Boards. Illustrated.

Obtainable from Booksellers 21s. net
or direct from the Publishers (postage 1s.).

 **TEMPLE PRESS LIMITED**
Bowling Green Lane · London · EC1

E. RAYMENT, LTD.

DODGE DISTRIBUTORS.

DODGE AND PERKINS SPARE PARTS.

NEW AND SECOND-HAND.

PHONE, DAY AND NIGHT—

GOODMAYES 4801.

MARYLAND 4772-3-4. 910-158

L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS,
PERKINS DIESEL SIGNHOLDERS.

£20,000-worth of spare parts and exchange units for
PROMPT DISPATCH.

DODGE trucks and Perkins diesel engines.

IF IT'S DODGE—MITCHELL'S YOUR MAN!

1 BALHAM HIGH ROAD, S.W.12.

Phone, Balham 2234. 910-213

KINGSTON UPON THAMES. Dodge distributors. Exchange units. Huge stocks petrol and diesel spares. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. Kin 6136. zzz-692

ERF.

USED UNITS. Whittlefield, Burnley (phone 2262). Spares for C14, C15, C16 and OE14 models. zzz-652

CROSSROADS COMMERCIALS, LTD. Gildersome, near Leeds. Morley 4144-5-6. All spares available. zzz-971

THE HARITH MOTOR ENGINEERING CO., LTD. Sales, spares, service. Rugby St., Broughton Lane, Manchester, 7. Phone, Blackfriars 9664-5. zzz-836

COMMERCIAL VEHICLE SPARES (MORLEY), LTD. 78 Scotchman Lane, Morley. Phone, Morley 1847. 910-689

Spare Parts and Supplies (contd.)

S. HUGHES (COMMERCIAL), LTD. Lodge Garage, Whitehall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-637

JOHN CHARLTON (BOLTON), LTD. commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **SPARES** for most types available. zzz-919

FODEN

USED UNITS. Whittlefield, Burnley (phone 2262). OG and DG units and spares. zzz-653

COMPREHENSIVE range of all Foden and Gardner spare parts. Gardner exchange engines in stock. **HAZLERE MOTOR CO. (WALTHAM ABBEY), LTD.** Phone, Waltham Cross 2275-6-7. zzz-868

JOHN CHARLTON (BOLTON), LTD. commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **SPARES** for most types available. zzz-920

CROSSROADS COMMERCIALS, LTD. Gildersome, near Leeds. Morley 4144-5-6. Now dismantling Foden 10-ton F.G. two-stroke Mk. 1 tippers. Most spares available. 910-6051

COMMERCIAL VEHICLE SPARES (MORLEY), LTD. 78 Scotchman Lane, Morley. Phone, Morley 1847. 910-690

FORD

CROSSROADS COMMERCIALS, LTD. Gildersome, near Leeds. Morley 4144-5-6. All spares in stock. zzz-973

USED UNITS. Whittlefield, Burnley (phone 2262). E16, TV, Canadian WOT2-3-6. zzz-654

FORD V8 engines, complete with water pumps and clutch assembly, bench tested, packed in a non-returnable wooden case, £37 10s. ex works. **J. T. LEAVESLEY, LTD.** Alrewas, Staffordshire. Phone, Alrewas 354-5-6, ext. 5. zzz-640

JOHN CHARLTON (BOLTON), LTD. commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **SPARES** for most types available. zzz-921

S. HUGHES (COMMERCIAL), LTD. Lodge Garage, Whitehall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-638

GARDNER

CROSSROADS COMMERCIALS, LTD. Gildersome, near Leeds. Morley 4144-5-6. All types in stock. zzz-974

JOHN CHARLTON (BOLTON), LTD. commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **SPARES** for most types available. zzz-922

AUTOREX (LIVERPOOL), LTD. vehicle dismantlers. Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-946

COMMERCIAL VEHICLE SPARES (MORLEY), LTD. 78 Scotchman Lane, Morley. Phone, Morley 1847. 910-691

G.M.C.

COMPREHENSIVE stocks of spares, parts and replacement units for G.M.C. Don Everall, Ltd. distributors, Cleveland St., Welverhampton. Phone 2312. zzz-904

JAYGEE. For engines, gearboxes, axles and all other spares. Phone, Riv 3656, or write J.G. Auto Spares Co., 109-111 Fulham Palace Rd., Hammersmith, W.6. zzz-728

GUY

USED UNITS. Whittlefield, Burnley (phone 2262). New and used spares available for Wolf, Vixen, Otter, Arab, Warrior and Invincible. zzz-655

AUTOREX (LIVERPOOL), LTD. vehicle dismantlers. Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-947

LEYLAND

CROSSROADS COMMERCIALS, LTD. Gildersome, near Leeds. Morley 4144-5-6. All spares available. zzz-975

USED UNITS. Whittlefield, Burnley (phone 2262). Most units and spares, passenger and commercial. zzz-656

AUTOREX (LIVERPOOL), LTD. vehicle dismantlers. Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-948

JOHN CHARLTON (BOLTON), LTD. commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **SPARES** for most types available. zzz-923

S. HUGHES (COMMERCIAL), LTD. Lodge Garage, Whitehall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-640

COMMERCIAL VEHICLE SPARES (MORLEY), LTD. 78 Scotchman Lane, Morley. Phone, Morley 1847. 910-692

DISMANTLING: Octopuses, Hippos, Beavers and Comets, all parts available, including 60 engines, 90 engines, 3-speed axles, gearboxes, etc. **USH GREEN MOTORS, Langley, Hitchin, Herts.** Stevenage 174. 910-347

Spare Parts and Supplies (contd.)

MAUDSLAY

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All spares available. zzz-976

USED UNITS, Whittlefield, Burnley (phone 2262). All models. zzz-658

COMPREHENSIVE stock of spares and exchange units. Cromford liner stockists. Fully equipped diesel work-shops with a good stock of C.A.V. and Simms spares and exchange units. **TOWER BRIDGE GARAGE (ENGINEERING) LTD.**, 178a Tower Bridge Rd., London, S.E.1. Phone, Hop 0461-2, 3228. zzz-833

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-949

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **SPARES** for most types available. zzz-924

S. HUGHES (COMMERCIAL), LTD., Lodge Garage, S. Whithall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-641

MEADOWS

WIGGS AND SONS, LTD., for Meadows engines, spares and service. 179a Peckham Park Rd., S.E.15, New Cross 1241. zzz-826

MORRIS AND MORRIS-COMMERCIAL

USED UNITS, Whittlefield, Burnley (phone 2262). Most units and spares, passenger and commercial. zzz-657

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **SPARES** for most types available. zzz-925

COMMERCIAL VEHICLE SPARES (MORLEY), LTD., 78 Scotchman Lane, Morley. Phone, Morley 1847. 910-693

OIL-ENGINED SPARES

USED UNITS, Whittlefield, Burnley (phone 2262). All makes oil-engine spares. zzz-659

PERKINS

USED UNITS, Whittlefield, Burnley (phone 2262). All spares available. zzz-660

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All types in stock. zzz-977

HALLS (FINCHLEY), LTD., official signholders, have the most comprehensive range of Perkins and Seddon spares in London and the Home Counties. Phone, write or call for orders to—

HALLS (FINCHLEY), LTD.

ARCADIA AVENUE,
FINCHLEY CENTRAL, LONDON, N.3.
Finchley 5908 (five lines). zzz-878

WIGGS AND SONS, LTD., for Perkins sales, spares and service. 179a Peckham Park Rd., S.E.15, New Cross 1241. zzz-628

COACHES AND COMPONENTS, LTD.

469-473 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

A's official signholders we hold a full range of genuine spares and exchange units. Conversion specialists. zzz-781

P6 Heads, part-exchange service. (Your old cracked scrap head accepted.) All valve seats built up and precision ground to standard (not inserts), new guides fitted, surface ground, pressure tested, guaranteed. Greatly reduced price against new.

ANGELL AND WILLIAMS (PECKHAM), LTD., Sumner Rd., S.E.15. Rodney 3559. zzz-601

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-950

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **SPARES** for most types available. zzz-926

S. HUGHES (COMMERCIAL), LTD., Lodge Garage, S. Whithall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-642

GUILDFOUR AUTO SERVICES, LTD., Woodbridge Rd., Guildford 4038, official signholders, stocking a full range of units and spares. 910-739

ROWE HILLMASTER

WIGGS AND SONS, LTD., for Rowe sales, spares and service. 179a Peckham Park Rd., S.E.15, New Cross 1241. zzz-629

SCAMMELL

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares in stock. zzz-978

USED UNITS, Whittlefield, Burnley (phone 2262). Spares for 8- and 6-wheelers, also MHS and H.M. zzz-661

S. HUGHES (COMMERCIAL), LTD., Lodge Garage, S. Whithall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-643

Spare Parts and Supplies (contd.)

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **SPARES** for most types available. zzz-927

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-952

3-TON Scammell Scarab spares. T. and F. Motors, 2a Pooles Park, N.4. Arc 4582. 910-150

SEDDON

USED UNITS, Whittlefield, Burnley (phone 2262). Most spares available. zzz-662

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All spares available. zzz-979

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **SPARES** for most types available. zzz-928

S. HUGHES (COMMERCIAL), LTD., Lodge Garage, S. Whithall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-644

HALLS (FINCHLEY), LTD., Seddon distributors, have the most comprehensive range of Seddon and Perkins spares in London and the Home Counties. Phone, write or call for orders to—

HALLS (FINCHLEY), LTD.

ARCADIA AVENUE,
FINCHLEY CENTRAL, LONDON, N.3.
Finchley 5908 (five lines). zzz-879

COMMERCIAL VEHICLE SPARES (MORLEY), LTD., 78 Scotchman Lane, Morley. Phone, Morley 1847. 910-694

SEDDON diesel 2- and 5-ton spares. T. and F. Motors, 2a Pooles Park, N.4. Arc 4582. 910-151

SENTINEL

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. zzz-980

USED UNITS, Whittlefield, Burnley (phone 2262). Most spares available. zzz-663

WIGGS AND SONS, LTD., for Sentinel sales, spares and service. 179a Peckham Park Rd., S.E.15, New Cross 1241. zzz-630

S. HUGHES (COMMERCIAL), LTD., Lodge Garage, S. Whithall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-645

Sentinel Wanted

REAR bogies wanted. Box CM105, care of "The Commercial Motor." 912-6065

THORNYCROFT

USED UNITS, Whittlefield, Burnley (phone 2262). Units and spares for Sturdy and Trusty, etc. zzz-664

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All spares available. zzz-981

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **SPARES** for most types available. zzz-929

S. HUGHES (COMMERCIAL), LTD., Lodge Garage, S. Whithall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-646

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-951

COMMERCIAL VEHICLE SPARES (MORLEY), LTD., 78 Scotchman Lane, Morley. Phone, Morley 1847. 910-695

SPARES for most types available. zzz-929

LONGTON TRANSPORT EQUIPMENT CO., LTD., Thornycroft Distributors, Longton, Stoke-on-Trent. Phone 3225. zzz-849

THORNYCROFT reconditioned petrol engines complete with accessories for TC4-FR4 only, £35 each; gearboxes with booster assembly, £15 each.

J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone, Alrewas 354-5-6. 922-851

VULCAN

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All spares available. zzz-982

USED UNITS, Whittlefield, Burnley (phone 2262). Spares for 5VF, 6VF and 6PF models. zzz-665

WIGGS AND SONS, LTD., for Vulcan spares and service. 179a Peckham Park Rd., S.E.15, New Cross 1241. zzz-631

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-953

S. HUGHES (COMMERCIAL), LTD., Lodge Garage, S. Whithall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-647

HIGH CROSS SERVICE GARAGE, LTD., for Vulcan and Perkins spares service. Exchange engines and units from stock. High Cross Rd., Tottenham, N.17. Phone, Tot 4317. 920-6005

Spare Parts and Supplies (contd.)

UNCLASSIFIED

SPARES for all commercials from Crossroads Commercials, Ltd., Gildersome, near Leeds. Phone, Morley 4144-5-6. zzz-601

USED UNITS, Whittlefield, Burnley (phone 2262). Engines, gearboxes, axles, springs, wheels, most makes. zzz-666

LAMMAS MOTORS.

COMMERCIAL motor specialists, have a large stock of spare parts of every description.

LAMMAS MOTORS (REGD.), 680 Garratt Lane, Looting, S.W.17. Phone, Wimbledon 6990. zzz-897

FLASHING indicators. Lucas manufacture, 6 and 24 v., complete sets, heavy duty, comprising four lamps, switch flashing unit, wiring and diagram. £3 each, carriage paid.

L. W. VASS, LTD., Amphill, Bedford. Amphill 3255-6.

BURTS MOTORS have engines, axles, gearboxes and differentials for most ex-W.D. vehicles.

BURTS MOTORS have huge stocks of second-hand engines, gearboxes, rear axles and other parts of all makes of commercial vehicles including Austin, Bedford, Chevrolet, Commer, Dodge, Ford, Guy, Morris, Studebaker, etc. Full range of accessories stocked. Competitive prices. 1-7 High St., Colliers Wood, S.W.19. Liberty 2661 and 4723. zzz-600

DISMANTLING: Dennis, Scammell, Austin, Bedford, Ford, Maudslay, E.R.F., etc. A. R. Lewis, 8-15 Farm St., Birmingham, 17. Phone, Northern 9933. zzz-910-74

ALL types of diesel motor spares. T. and F. Motors, 2a Pooles Park, Finchbury Park, N.4. Archway 4582. 910-149

DISMANTLING: A.E.C., Foden, E.R.F., Maudslay, Dennis Max, Pax and Jubilation, Thornycroft NK6, TR6, Trident, Sturdy, Leyland, Albion, Seddon, Vulcan and most other vehicles; very large stocks of commercial vehicles and spares. Let us quote you.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 910-348

DISMANTLING: Austin commercials, 1945-53; Bedfords 2- and 5-ton, 1939-55; Bedford 7-ton, 1952-55; Commer Q2, Q3, Q4, QX; Morris Oxford and J vans, 1952; Morris commercial 2- and 5-ton, 1945-51; Ford L, E, T, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

MEADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 910-532

7-TON 5-type Bedford petrol engine, rear axle and gearbox.

DODGE Kew-type cab, 5-speed gearbox and Moss-type rear axle.

USTIN 6 x 4 tandem axle assembly.

PERKINS P6 engine with Bedford, Seddon, Ford or Dodge conversion parts.

LEYLAND O300 engine and gearbox, two-speed rear axle and normal-control cab.

THE RELIANCE GARAGE (NORWICH), LTD., Heligham St., Norwich. Phone 28911-5. 910-252

Spare Parts Unclassified Wanted

LUCAS replacement spares, engine units and spares for Austin, Bedford, Vauxhall, Land Rover, ex-W.D. surplus first preference. Write: Mehta Stores, P.O. Box 184, Hargeisa (Somali Republic). 910-6041

AXLES (FRONT AND REAR)

USED UNITS, Whittlefield, Burnley (phone 2262). For axles of all makes and types. zzz-668

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. For vehicles of all types. zzz-983

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. **AXLES** for all makes and types in stock. zzz-1111

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-954

DODGE Eaton 2-speed 1350, less shaft, £45. Bedford Eaton 2-speed axle complete, fits A-type tractor unit. £75. Phone, Birmingham, Ast 3467. 910-613

COMMERCIAL VEHICLE SPARES (MORLEY), LTD., 78 Scotchman Lane, Morley. Phone, Morley 1847. 910-696

2-SPEED axles for 5-type Bedford, Vulcan, Commer, Guy, rear-axle for Ford Trader, all models, single-speed axles and front axles for most makes. Hawkins, Green Street Green, Darford, Kent. 910-259

Axles Wanted

WANTED, Eaton rear axles, 16500 and 18500, also Timken. Unive Unity, 107-115 Long Acce, W.C.2. 910-812

BALL BEARINGS

BALL and roller bearings, all types and sizes. Largest stock, lowest prices. Same-day dispatch. Claude Rye Bearings, 895-921 Fulham Rd., London, S.W.6. Remown 6174 (ext 24). zzz-635

BATTERIES (Accumulators)

G. R. IRANI AND CO., 10 St. Dunstan's Hill, London, E.C.3. Phone, Min 6374-6.

BRAND-NEW 6-volt 75-amp. batteries at £2 10s. each. 297-753

Spare Parts and Supplies (contd.)

24-VOLT 85-amp. batteries in strong wooden cases. 25-in. x 14-in. x 12-in., weight 176 lb., £14 each, carriage paid. 6-volt 75-amp., 55s. each, carriage paid. L. W. Vans, Ltd., Amphil, Bedford. Amphil 3255, 222-825

TROLLEY-MOUNTED, new heavy-duty wooden-cased slave batteries, ideally suited for use in large garages where slave batteries are required for starting lorries, etc. 1/0 amp. hours 24-volt, 6- and 12-volt tappings, size 31 in. by 16 in. by 16 in., make Dagenite, retail value £30 each, our price £22 10s. Special quotation for quantity.

R. E. TREM AND CO., LTD., Bawtry Rd., Finsingley, near Doncaster. Phone, Finsingley 203-4. 910-448

BODIES AND COACHWORK

CLEMENT BUTLER AND CROSS, LTD., for high-class commercial bodies, body reconstruction and repairs; expert work. Glenhurst Rd., Brentford, Isleworth 4511-4512.

BODIBUILT, LTD., 166 Streetly Rd., Edington, Birmingham. Erd 6909. Specialists in alloy-wood composite bodywork, or to your requirements. Tipper and body repairs. Stockists for Pilot, Edbro, Telecholet gears and spares. 222-6111

REPLACEMENT BODIES AND TIPPING GEARS

WELFORD ENGINEERING (OLDBURY), LTD.

HAINGE ROAD,
TIPTON.

hold the largest stock in the Midlands; design department available for specials. Trade inquiries invited.

TIPTON 2721. 910-117

SEVERAL 6-yd. Ford Trader and 8-yd. Bedford S-type tipper bodies for sale in new condition. Contact Hovingham Gravels, Ltd., Lowdham, Notts, 3171, or Eaton Socn, Beds, 325.

PLASTIC bodywork.

EXPRESS glass reinforced plastic moulding service to the coachbuilder. Plastic roofs supplied to all combinations of lengths and widths up to 30 ft. by 8 ft. Cab and body mouldings supplied to customer's requirements. Marine and Industrial Plastics, Ltd., 115 Whitworth Rd., Gosport, Hants. 914-6072

BELGH BROS., LTD., Dover St., Canterbury, Kent. Phone 3264, for all types of timber and alloy body construction and repairs. High-class materials and workmanship at competitive prices. Early delivery. 910-235

14-FT. and **16-FT.** Bedford and Ford drop-side truck bodies for sale. Church Road Motors (Southern-on-Sea), Ltd., Church Rd., Hadleigh, Essex. Phone 57275-6.

SEVERAL 22-ft., 23-ft. and 24-ft. platform bodies in good sound condition, cheap to clear.

MONKTON MOTORS, LTD., Uxbridge (35574-5), Middx. 910-409

BRAKE LININGS

BRAKE linings, 16 in. x 6 in. x 8 in., 12s. 6d.; 15 in. x 4 in. x 8 in., 5s.; 13½ in. x 2½ in. x 8 in., 3s. per piece. L. W. Vans, Ltd., Amphil, Bedford. 222-884

BREAKDOWN SERVICE

LONDON. Heavy recovery and breakdown organization. Late night service. Phone or call. The Nightingale Engineering Co., Ltd., Atkinson Distributors, Balham, S.W.12. Battersea 2193. 222-738

SOUTH MIDLANDS. The London Road Garage heavy breakdown service. Phone, Stony Stratford 2114. 912-8703

PRALLS (HEREFORD), LTD.

HOLMER ROAD, HEREFORD.

24-HOUR

RECOVERY SERVICE.

Phone Hereford 4221 (six lines), 8 a.m. to 6 p.m.

HEREFORD 5664, NIGHT SERVICE.

SATURDAY (NOON ONWARDS) AND SUNDAY. 222-657

D. H. MORGAN (ENGINEERS) heavy-recovery equipment Surrey-Hants; 24-hour service. Farnham 4114. 222-601

LONDON and Herts heavy breakdown ambulances and salvage equipment service. Denver Motors, Ltd., Leytonstone. Maryland 3381; Much Hadham 298. 222-888

24-HOUR heavy recovery service, 30-ton lift, tow. Puffett 5488. 222-906

SEVEN heavy recovery vehicles, including 5-ton Cokes crane; 24-hr. service.

DENNIS GARAGE, LTD., Sutton Rd., Wisbech. Phone 745. And Long Sutton, Lincs. Phone 2235. 222-814

NORTH-WEST heavy recovery service. Park Garage (Agden), Ltd., Lymn, Cheshire. Phone, day and night, Lymn 356 or 31. 222-829

CHAMOIS LEATHER

GUARANTEED hard-wearing chamois leathers, approximately 24 in. by 17 in., only 8s. 9d. (minimum order six); one kip (30), less 5s. County Chamois Co., Ltd., John Street Leather Works, Glascoate, Tarnworth, Staffs. 222-953

Spare Parts and Supplies (contd.)

CHASSIS AND CABS

USED UNITS. Whitefield, Burnley (phone 2262). Goods chassis and cabs available. 222-669

REBUILT cabs to fit Leyland, Bedford, Atkinson, E.R.F., etc. R. LITTLE, Gillibrant St., Walton-le-Dale, Preston. Lancs. Phone, Preston 56772. 222-734

COACH FURNISHINGS

FALCON coach head-rest covers.

MADE-TO-MEASURE head-rest covers in a wide selection of linens, nylons and plastics, including glazed fronts. SYDNEY W. WIDDOWSON, LTD., Station Rd., Beeston, Nottingham. Phone, Beeston 256118. 915-667

BE ready for the season.

RETRIM and modernize your coach and bus seats.

REFURNISH your interiors.

QUICK turn-round. Our representative will call and give quotation. NEW season's moquettes, vinyldes, etc. Keen prices.

NEW bus, coach and drivers' seats.

TRANSPORT SEATING, LTD., 60 Penn St., Birmingham, 4. Aston Cross 5989 or Victoria 5901-2-3. 222-683

LONDON WHARVES AND DOCKS

Published in association with
"The Commercial Motor"

2nd Edition Demy 8vo Illustrated.

Laminated card covers 6s. net, by post 6s. 7d.



TEMPLE PRESS LIMITED

Bowling Green Lane, London, E.C.1

CRANES AND WINCHES

NEAL lorry loaders, works reconditioned and guaranteed, suitable for all type lorries, fitting by arrangement. Mobile Cranes and Plant, Ltd., Plant House, Longfield Avenue, Ealing, W.5. Ealing 3171. 910-171

CRANES. New portable garage crane, 35 cwt. capacity, adjustable jib, made by Gibbons, Birmingham. Jib height 8 ft. 6 in. to 10 ft. 6 in. Manufacturer's price £110, our special price £40 each, reduction for quantities.

R. E. TREM AND CO., LTD., Bawtry Rd., Finsingley, near Doncaster. Phone, Finsingley 203-4. 910-449

GARWOOD twin jib, recovery gear, choice of two, at £150.

ANDERSON AND BLAKE. Southfield Garage, Eynsham. Phone 271. 910-377

DIESEL CYLINDER HEADS

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

WE carry cylinder heads for all makes of engine, second-hand and reconditioned. 222-931

DIESEL FUEL PUMPS AND INJECTORS

USED UNITS. Whitefield, Burnley (phone 2262). Most makes and types available. 222-670

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

MOST makes in stock. 222-111

DIFFERENTIALS

USED UNITS. Whitefield, Burnley (phone 2262). Most makes and models available. 222-671

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Second-hand and exchange units in stock for all types of vehicles. 222-984

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

DIFFERENTIALS to suit most makes including Atkinson A.E.C., Albion, Dennis, E.R.F., Foden, Leyland, Maudslay. Over 200 always in stock. 222-933

REBUILT 2-speed differential complete for 1958 Bedford, in perfect order. Sellers and Kent, Flam, near Ashbourne. Phone, Thorpe Cloud 213. 910-6021

COMMERCIAL VEHICLE SPARES (MORLEY), LTD., 78 Scotchman Lane, Morley. Phone, Morley 1847. 910-699

EXCHANGE: Atkinson, E.R.F., Maudslay, Foden, A.E.C., etc. £45. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 910-106

DYNAMOS, STARTERS AND GENERATORS

USED UNITS. Whitefield, Burnley (phone 2262). Dynamos, starters, most types, petrol and oil. 222-672

Spare Parts and Supplies (contd.)

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

DYNAMOS and starters for most makes of commercial vehicles, petrol and diesel. 222-934

ENGINES (Oil and Petrol)

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Reconditioned Bedford 28 h.p. engines, £37 10s. each. Reconditioned Morris CV11/40 4-cylinder engines, £25 each. Large selection of all types of diesel engines in good condition. 222-985

USED UNITS. Whitefield, Burnley (phone 2262). Replacement and/or engine conversions. 222-673

V8 Ford 30 h.p. reconditioned bench-tested, c.w. clutch, all accessories, 6 volts (less exhaust manifold) £45; bare, £40. Cheque with order, please. Cuney and Stewart, Ltd., Alfreton, Derby. Leabrooks 477. 222-961

GARDNER service exchange engines to manufacturer's standards, carrying six months guarantee. £267; 5LW, £293; 6LW, £312; 4LK, £287.

4LW. TRADE and fleet discount upon application.

DELIVERY anywhere in Great Britain or fitted day, night or week-end to customer's convenience.

TILSELEY AND LOVATT, LTD.

STOKE-ON-TRENT.

Phone, Stoke-on-Trent 48977 and 48954. Day and night. 222-791

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

ALL types of engines and conversions in stock. 222-935

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21, Waterloo 2321. 222-955

FOR outright sale, new reconditioned engines, complete with starter, dynamo, carburettor, clutch, distributor, etc., and packed in non-returnable wooden cases.

EDFORD 28 h.p. engines, QL, at £42 10s.

COMMER Q4 engines at £42 10s.

CHUMBER Snipe 27 h.p. s.v., £42 10s.

CHUMBER Hawk 4-cylinder, £40.

COMMER Q4 engines at £42 10s.

CHACK diesel (Alnova) at £375.

FODEN 2-stroke engines at £350.

A.E.C. 7.7 diesel engines at £225.

MORRIS-COMMERCIAL 6-cylinder 25 h.p. engines, £27 10s.

CHUMBER, Commer, 27 h.p., stock-soiled, £25.

J. T. LEAVESLEY, LTD., Airedale, Staffordshire. Phone, Airedale 354-5-6. 222-847

COMMERCIAL VEHICLE SPARES (MORLEY), LTD., 78 Scotchman Lane, Morley. Phone, Morley 1847. 910-795

PERKINS P6, several conversions, 4- and 6-cylinder Albion 4 and 6LW; 2-stroke Foden, P6 with gearbox; Commer TS3 diesel 2-stroke. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 910-107

TWO used 3.4-litre B.M.C. diesel engines, complete with all accessories, £35 each.

DARTMOUTH GARAGE. Austin distributors, High St., West Bromwich. West Bromwich 2441. 910-45

LEYLAND Comet engine, complete with accessories, ex-Bedford smash.

J. RICHARDSON AND SONS, LTD., 100 Dudley Rd., East, Oldbury, Birmingham. Phone, Broadwell 1840. 910-69

FIVE Perkins P6 engines, £245 the lot. One P4 engine complete with all fittings and Dennis gearbox, £65. Crossley diesel engine complete with all fittings and gearbox, removed from 1949 coach, £65. Phone, Birmingham, Ast 3467. 910-65

P6 Complete, in very good order with all fittings for Commer Q4, cheap for quick sale.

P6 In very good order and complete with all fittings and David Brown 5-speed box.

GRANTHAM COMMERCIALS, 97 Barrowby Rd., Grantham. Phone, Grantham 133. 910-95

4-CYLINDER B.M.C. engine and gearbox, £65; R6 engine and gearbox with Bedford 5-type fittings, £65. R. Justice, Winter Closes, Underwood, Notts. Phone, Langley Mill 3182. 910-86

V8 Ford engines, 85 h.p. and 100 h.p., reconditioned, complete with clutch and all accessories, 12 volt, less exhaust manifold, cased, ex-works, £45 each.

R. E. TREM AND CO., LTD., Bawtry Rd., Finsingley, near Doncaster. Phone, Finsingley 203-4. 910-447

FD6 2-stroke Foden engine with gearbox, £150; also Ford 6D and B.M.C. engines. Hawkins, Green Street Green, Dartford, Kent. 910-258

OIL engines. We have most makes in stock, including A.E.C. 9.6 and 7.7; Leyland 60, 35 and 300; Albion 6- and 4-cylinder; Thornycroft; Gardner 4, 5 and 6LW; Perkins R6, P6, P4 and P3; Ford 4D and many others all in good order.

USF GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 910-349

FORD 30 h.p. V8 engines, ex-M.O.S., in cases, all done small millages, £25 each.

MEADWAY SPARES. Bordesley Green Rd., Birmingham, 9. Victoria 4933. 910-534

RECONDITIONED Morris-Commercial 6-cylinder s.v. petrol engines, complete all accessories, packed in cases, ex-M.O.S., £30 each.

MEADWAY SPARES. Bordesley Green Rd., Birmingham, 9. Victoria 4933. 910-533

Spare Parts and Supplies (contd.)

V8 FORD engine, 85 b.h.p., 100 b.h.p., first-class condition, complete with clutch and all accessories, 12-volt, less exhaust manifold, case, ex-works, £25 each.
R. E. TREM AND CO. LTD., Bawtry Rd., Farnley, near Doncaster. Phone, Farnley 203-4. 910-450

Engines Wanted

GARDNER 6LW diesel engines required complete with gearboxes. **L. W. Vass, Ltd.**, Amphil, Bedford. Amphil 3255-6. 222-899

URGENTLY required.

PERKINS R6 block in good condition or good second-hand complete engine.
ELECTRO MOTION, LTD., Barkby Rd., Leicester. Phone 66341 (five lines). 910-6033

6LW Gardner diesel engines wanted, with or without gearboxes, urgently required; state price and quantity. Write to 502 High Rd., Leytonstone, London, E.11. 910-382

FORD 6D engine block, either bare or complete. Griffiths, 89 Tydian St., Port Talbot. Phone 910-2483

ALBION Chieftain engine required, good condition, with or without high-speed gearbox, price and particulars to Mr. Mawby, 35 Hightstone Rd., Worsboro Common, Barnsey, Phone 3104. 910-543

ENGINE RECONDITIONING

JOHNSON-ROBERTS, LTD. Specialists in crankshaft regrounding, cylinder boring, sleeve and valve-seat inserting, connecting rods remachined and machined, main bearings line bored, surface grinding, metal spraying, exchange Bedford 28 h.p. short motors a specialty; also complete engines of some popular types. Stockists of Hepolite pistons, liners, Cords and Duxflex rings, Glaxie bearings and Vandervell bearings, valve guides, small-end bushes, etc., rebore; trade discounts allowed, exchange service or ground crankshafts and bearings. Write or phone London's oldest-established concern. **Johnson-Roberts, Ltd.**, 12 Pembroke Rd., Horney, N.8. Phone, Mountview 0111-4. 222-828

HAZLEMEER MOTOR CO. (WALTHAM ABBEY), LTD. Bedford, Gardner LK and LW, Foden and Perkins diesel engine exchange service. Exchange injector pumps. Phone, Waltham Cross 27321 (5 lines). 222-846

FIBRE GLASS

PLASTICS (FAREHAM), LTD., specialists in all types of fibreglass mouldings for the motor trade, including cabs, wings, bonnet covers, etc. Broadcut, Wollington, Farnham, Hants. Phone, Farnham 4234. 910-434

GEARBOXES

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Exchange service on most types of gearboxes. 222-980

USED UNITS, Whitefield, Burnley (phone 2262), Main and auxiliary gearboxes for most makes. 222-674

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2521. 222-956

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

ALBION, A.E.C., Leyland, Dennis, Maudslayi, David Brown, Atkinson, E.R.F., Moss 4- and 5-speed main and auxiliary boxes always in stock. 222-936

RECONDITIONED gearboxes in strong, non-returnable wooden cases.
MORRIS-COMMERCIAL, Ltd. 108.

BEDFORD 28 h.p., £17 10s.

A.E.C. Transfer boxes, 4 x 4 or 6 x 6, £40.

J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone, Alrewas 354-5-6. 915-820

BEDFORD OL and Austin 4 x 4 transfer boxes, £18 each. Main gearboxes, £10. A.E.C. Matador transfer boxes, £40. Morris-Commercial gearboxes, £12 10s.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255, 222-843

1958 David Brown 557 and 5-speed boxes to fit A.E.C., E.R.F., Atkinson and Foden; also Models 4.5 and 6 and 065, 045 in bits. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 910-108

INSULATED CONTAINERS

TWO new 18-ft. insulated containers, fully vapour sealed, 4-in. polystyrene, aluminium panelled, twin full-width rear doors, two weeks delivery, photographs, specifications, drawings sent on request; refrigeration equipment fitted as required. Able Bodywork Co. Ltd., Firwood Works, Bolton, Lancs. Phone, Eagle 745. 910-6016

LIFT-OFF CONTAINERS

ANY size of lift-off container built to order.

RICE ENGINEERING CO., LTD., 27 Coldharbour Lane, S.E.5, Brixton 2233. 222-814

LOOSE COVERS

LORRY covers made to size or shaped. Second-hand sheets. Henry Brady, Ltd., 263 Glossop Rd., Sheffield, 10. 222-903

LORRY ROPES

EX-GOVERNMENT 90-ft. coils, 11-in. circumference, 16s. 9d. delivered, 160s. doz. Ruralcrafts, Woodley, Reading. 910-769

MACHINERY, TOOLS AND PLANT

MOBILE work benches, as supplied Air Ministry. J. Campbell Park, Childwall Valley Rd., Liverpool. 222-839

Spare Parts and Supplies (contd.)

CUTHBERT crankshaft grinder for maximum journal diameter of 3 in., good condition, very little used. can be seen operating, £450.

J. H. SPARSHATT AND SONS, LTD., London Rd., Hilsa, Portsmouth, Hants. Phone, Portsmouth 50361. 222-837

MUDGUARDS

USED UNITS, Whitefield, Burnley (phone 2262), Steel mudguards, most sizes, single and twins, also landams. 222-675

NEW heavy-gauge rear mudguards, 32 by 6, 34 by 7, 36 by 8, 40 by 8, single or twin, latest pattern, immediate delivery. Woodfield and Turner, Ltd., Nairn St., Burnley. Phone 3065. 222-777

COMMERCIAL rear wings. All sizes, price lists available. Rapid Auto Panels, 21 Brownlow Mews, London, W.C.1. Phone, Chancery 7826. 222-774

NIGHT REPAIR SERVICE

KIDDERMINSTER area. For repairs to all makes. Phone, Stourport 2595. Franche Road Commercial, Ltd., Sandy Lane, Stourport. 222-649

DAY AND NIGHT SERVICE.

COMMERCIAL AND PRIVATE. MAIN FORD DEALERS.

ALDARMS MOTORS, LTD., 41-45 ACRE LANE, BRIXTON, S.W.2. 222-656

NIGHT vehicle recovery and breakdown service. Phone, Viking 1131. Greenhill Motor Co. (Hayes), 235 Yeading Lane, Hayes, Middx. 222-680

STAFFORDSHIRE, Newcastle (Staffs) Motor Co., Ltd., Commercial Vehicle Repair Depot, Newcastle Rd., Trent Vale, Stoke-on-Trent. Phone 64621-2-3. 222-654

FULL NIGHT SERVICE.

MONDAY TO FRIDAY, for VAUXHALL CARS and BEDFORD TRUCKS.

S. SPURLINGS, Edgware Road, The Hyde, N.W.9. Col 7171. New Inn Yard, Shoreditch, E.C.2. Sho 8433. 222-743

LONDON and Home Counties, 24-hour repair service. A.E.C. agents, spares for all makes, two heavy breakdown vehicles available. Commercial Vehicle Repairs (Essex), Ltd., Cranes Close, Basildon, Essex. Phone, Basildon 20223-4-5. 944-702

BRISTOL and district 24-hour breakdown and recovery service. Commercial and private. Arlington Alma Garages, Ltd., 103 Victoria St., Bristol. Phone, day 27063; night 24669. 222-673

SOUTH AND WEST OF ENGLAND.

S. SPARSHATT, SOUTHAMPTON.

HEAVY LEYLAND RECOVERY AND BREAKDOWN VEHICLE WITH SPECIALIZED CREW. PHONE, DAY, TOTTON 2258. PHONE, NIGHT, TOTTON 3093.

THE CAUSEWAY, REDBRIDGE, SOUTHAMPTON, HANTS.

PHONE, DAY ONLY, NUNNEY 364. (CHANTRY, FROME, SOMERSET.) 222-840

24-HOUR breakdown service. Moorwell Motors, Ltd., 366 Newport Rd. Phone, Cardiff 34336. 916-672

CARLISLE. All night salvage, tyre and emergency repair service. Ford, A.E.C., Perkins. County Garage Co., Ltd., Lowther St., Carlisle. Phone 24234 (six lines). 914-9919

PETROL AND OIL PUMPS

THREE Avery Hardol Model 101X, new approximately 1947, 10 gal. limit, perfect working order, available first week June, bargain, £70 each. Can be seen working.

TWO Beckmeter petrol pumps in excellent working order, ideal for paraffin or diesel, give perfect measure, £30 each.

M. R. CHURCHLEY, Monkspath Garage, Ltd., Shirley, Warwickshire. 910-6037

RADIATORS

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Large selection in stock. 222-987

USED UNITS, Whitefield, Burnley (phone 2262), Serviceable and used radiators, suitable most makes of commercial vehicles. 222-676

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

RECONDITIONED and serviceable used radiators for all makes of commercial vehicles. 222-937

Spare Parts and Supplies (contd.)

REPAIRERS

CARLTON FORGE for service. Specialists in resetting, retempering and strengthening springs; 2-day service. Edgware Rd., Cricklewood, N.W.2. Gladstone 2242-3-4. 222-783

ROAD SPRINGS

MANUFACTURERS and repairers of laminated springs, specialists in heavy-duty and helper springs; speedy repair service. Metropolitan Springs, Ltd., 19 Silchester Rd., W.10. Ladbroke 4503. 222-610

HELPER springs and new heavy-duty main lorry springs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. Reliance 2512. 222-901

COMMERCIAL VEHICLE SPARES (MORLEY), LTD., 78 Scotchman Lane, Morley, Phone, Morley 1847. 910-698

ROAD AND STORAGE TANKS

ROAD and storage tanks of all descriptions for disposal. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 222-699

SURPLUS stock of underground and overhead storage tanks, 4-in. to 4-ft. plate, from 300 to 12,000 gal. Also available, reconditioned petrol pumps and flowmeters.

SHERWOODS PETROL CO., LTD. Phone, Eccles 5363. 910-784

ALL types of vehicle and storage tanks, 800 gal. to 4,000 gal.

F. A. DOLMAN, 215 North Rd., Southend-on-Sea. Phone 43262. 910-261

20 aluminium 3,500-gal., 7-compartment spirit tanks, Scammell turntable, Ca. more tandem axles on 13.50 x 20 tyres, in good condition, ready for work.

MONKTON MOTORS, LTD., Uxbridge (35574-5). Middx. 910-408

Road and Storage Tanks Wanted

WANTED, 1,500- to 3,000-gal. mobile tar tanker, fitted with spray bar, Box CM087, care of "The Commercial Motor." 911-6040

ROLLER SHUTTERS

SHUTTERS in wood, steel or aluminium, rapid delivery. Taylor's Shutters, Syston, Leicester. 222-855

SAFETY BELTS

DELANEY GALLAY safety belts hold your drivers firmly in their seats and the seats to the floor. Instant-release buckles, approved by the British Safety Council. Models to fit all types of seats from £2 2s.

L. T. DELANEY AND SONS, LTD., Vulcan Works, Edgware Rd., N.W.2. Phone, Gladstone 2201. 222-738

SAFETY GLASS

TRIPLEX "fitted while you wait." British Steel Frame Co., Shoreditch 3272-4. See Windscreens. 222-824

TRIPLEX supplied and fitted while you wait, 499 Neasden Lane, N.W.10. Doll's Hill 7272. Colmore Rd., S.E.15. New Cross 3856. Rear of 7 Savoy Parade, Enfield 3170. Guildford Place, High St., Taunton 2991. D. W. Price and Sons, Ltd. 222-679

SEATS

BEDFORD OY and civilian brand-new drivers' seat cushions £2 each, carriage and cash with order. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 910-804

Seats Wanted

SURPLUS Bedford or Ford 15-cwt. van seats required urgently. Box CM0815, care of "The Commercial Motor." 911-6024

SHOCK ABSORBERS

SORBER ACCESSORIES, LTD., specialists in commercial units, reconditioned or supplied. 16a Otter Mews, S.W.7. Fremantle 9123. 222-638

WOODHEAD-MONROE, distributors with prompt service. Larkin Forge Ltd., Springfield Rd., Chesham, Bucks. Phone, Chesham 8967 (3 lines), 8902 (2 lines). 913-6059

SILENCERS

SERVAIS straight-through silencers to fit all petrol and diesel commercial vehicles, increase power and save fuel. Servais Silencers, Ltd., Ashford Rd., London, N.W.2. Gladstone 0023 (three lines). 910-602

SPEEDOMETERS AND MILEAGE RECORDERS

SPEEDOMETER SUPPLY CO., LTD. Repairs by return, 34 Shevon St., London, W.C.2. (Established 1912.) Covent Garden 2666-7. 222-988

AUTO TEMPO METER CO. Repairs and rebuild exchange speedometers, all types of flexible drives stocked. 140-2 King's Cross Rd., London, W.C.1. Terminus 0633-4. 222-769

Spare Parts and Supplies (contd.)

SPEED RECORDERS

RECORDING speedometers completely check vehicle performance and we shall be glad to send details of the range of models we can supply. Easily fitted and will show big savings in fuel, tyres, maintenance, accident costs, etc. Speedograph, Ltd., Wallington Rd., Cowley, Oxford. Phone, Oxford 78116-7. **ZZZ-0902**

TARPAULINS

NEW cotton, duck-flax covers, competitive prices. Garratts, 20 Broomwater West, Teddington Lock 5500. **ZZZ-648**

TIME RECORDERS

SERVIS recorders register automatically the exact running and standing times of vehicles. **E**VERY minute of every journey is accounted for clearly on a simple tamper-proof chart. **R**EDUCTION in running costs follows inevitably when you know the journey facts. **V**EHICLES can then be scheduled for journeys and maintenance with maximum efficiency. **I**T is a good idea to write for descriptive literature to:—

SERVIS RECORDERS, LTD., 19 London Rd., Gloucester. Phone, Gloucester 24125. **ZZZ-0623**

TIPPING GEARS

EDBRO B. AND E. TIPPERS, LTD.

BRAITAIN'S largest manufacturers of tipping gears and heavy dumper equipment, end- or 3-way tipping gears and bodies in timber or steel, also conversions, hydraulics for farm equipment, etc. Head office and works: Quebec St., Bolton. Phone, Bolton 62231-5. London Depot: 258-264 Goldhawk Rd., W.12. Phone, Shepherd's Bush 6262. **ZZZ-731**

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. **ZZZ-957**

SPENBOROUGH tippers, power hydraulic, handcrew and/or 3-way. We manufacture the most comprehensive range; specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spenborough Eng. Co., Ltd., Heckmondwike, Yorks, or from Messrs B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. **ZZZ-900**

WELLFORD ENGINEERING (OLDBURY), LTD., HAINGE ROAD, TIPTON.

New tipping gears, ex stock, most chassis. Agents for Edbro, Teichost, Pilot, Anthony, Weston, Autolift. Large stocks of spare parts and service pumps always available. Trade inquiries invited. **TIPTON 2721. 910-118**

PILOT tipping gear spares. Full range of parts always in stock at:—

D.B.S. COACHWORKS, LTD., 24a St. Marks Rd., London, New Kensington, London, W.10. Phone, Ladbroke 0493, 1768. **ZZZ-842**

PILOT tipping gears and exchange pto-pumps from stock. MIDLAND distributors.

BODIBUILT, LTD., 166 Stretey Rd., Erdington, Birmingham, 23. Phone, ERD 6909. **919-831**

EDBRO tipping gear for Dodge, Ford, Albion, Reiver, for immediate delivery. Cottee and Edwards, Nottingham 46674. **910-660**

Spare Parts and Supplies (contd.)

MILSHAW TIPPING GEAR CO. Hydraulic and screw gears, all types of power take-off units and models, Birch Lane, Bradford. Phone, Bradford 32771-2. **M**ILSHAW tipping gears. Inquiries to Birch Lane, Bradford. **910-781**

PILOT WORKS, LTD. Hydraulic tipping gears, 3-18 tons. Specialists in alloy, steel and wooden bodies. Manchester Rd., Bolton. Phone 23231. London office: 3 Southampton Place, W.C.1. Phone, Chancery 5130. **910-738**

WESTON tipping gear.

MAIN agents London, Home and Southern Counties. Fuel service facilities and large stock of replacement units and spares. **Q**UOTATIONS for complete rebuilds, including steel bodies, 3 to 7 cu. yd. **C**ONSULT us on all tipping-gear problems.

SOUTHERN HYDRAULIC, LTD., 11 Victoria Crescent, S.W.19. Phone, Liberty 2497-8. **910-641**

BOX NUMBER ADVERTISEMENTS

Are available to advertisers for an extra charge of 4/8.

REPLIES are forwarded immediately upon receipt and all received up to 5 p.m. dispatched the same day.

URGENT REPLIES may be sent by telephone or telegram and readers should telephone Terminus 3636 for this service.

BOX NUMBERS should be copied accurately, printed clearly and envelopes addressed correctly to "The Commercial Motor," Bowling Green Lane, London, EC.1.

MONEY SHOULD NEVER BE ENCLOSED WITH REPLIES TO BOX NUMBER ADVERTISEMENTS.

TOW ROPES

15-FT. heavy steel wire tow ropes, complete with hooks and chains, £3 each; carriage paid, cash with order. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Leabrooks 477. **910-805**

HEAUV-DUTY towing ropes, can be used as slings, new in cases, comprising: 8 ft. 4-in. wire rope, spliced and thimble; 5 ft. 2 in. by 1-in. chain; four 4-in. shackles; two 7-in. hooks, at £2 0s each, ex works.

R. E. TREM AND CO., LTD., Bawtry Rd., Fillingale, near Doncaster. Phone, Fillingale 203-4. **910-446**

TYRES AND TUBES

STUCK tyres and tubeless leakers completely avoided by fitting with Tyreprim (read.) anti-adhesive. For covers frozen to untreated rims, apply Coaxite (read.) penetrant-lubricant. Guaranteed harmless to rubber. From all main factors. **ZZZ-864**

Spare Parts and Supplies (contd.)

CLAPTON TYRE SERVICE. Sound part-used tyres, 32 x 6 T.T., 65s.; 32 x 6 H.D., 80s.; 7.50 x 20, 8.25 x 20, 100s.; 36 x 8, 9.00 x 20, 115s.; 10.50 x 20, 135s. Money refunded if tyres not approved. Send cash with order. 106a Crickfield Rd., Clapton, London, E.5. Phone, Amh 7073. **ZZZ-875**

36 X 8, 12-ply, £23; 7.50 x 20 Cross Country or civilian tread, 8-ply, £12; 10.50 x 20 remoulds, £11; 7.00 x 16 remoulds, £5. All carriage paid.

L. W. VASS, LTD., Amphil, Bedford. Amphil 1255. **ZZZ-924**

36 X 8 new, 12-ply, £23; 14-ply, £25; 9.00 x 20 new standard 12-ply, £23 10s.; 14-ply, £25 10s.; 9.00 x 20 Trackrip 10-ply, £12; carriage paid.

THE BRITISH RUBBER CO., Baildon, Yorks. Shipley 55427. **ZZZ-675**

Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. **ZZZ-936**

WANTED immediately for export, 12 12.00 x 20 tyres.

CCROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. **910-492**

WHEELS

CCROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All makes and sizes in stock. **ZZZ-968**

USED UNITS, Whittlefield, Burnley (phone 2262). All makes and types in stock. **ZZZ-678**

BEDFORD, Commer, A.E.C., Ford and most others; also wide-base conversion sets, 20,000 in stock.

TURNER AND KNIGHT, Southfield Paddock, Poppe's Lane, Ealing, W.3. Ealing 4296. **ZZZ-728**

JOHAN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

2,000 wheels in stock of all types and sizes. English and American. **ZZZ-938**

WELDING

BARIMAR for scientific welding repairs under Barimar money-back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, unashed crankcases, broken crankshafts and all other motor and diesel parts, perfectly repaired by Barimar. Speedy delivery and low costs. Barimar House, 22-24 Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8. Night calls, Renown 2148. Grams, Barimar, Walgreen, London. Branches at Birmingham, Newcastle upon Tyne and Glasgow also operating at full blast. **ZZZ-750**

ANGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding, repairs to defective crankcase blocks, heads, gearboxes, etc.

TRAFALGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodney 3559. **ZZZ-602**

WHEELBASE EXTENSIONS

BAICO wheelbase extensions to all popular makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents, Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 2286-7. **ZZZ-930**

CHASSIS DEVELOPMENTS, LTD., Skimpot Industrial Estate, Luton 52471, for Bedford wheelbase extensions and York three axle conversions. **919-9995**

WINDSCREENS

PERSPEX cut to size and pattern, Denny, Ltd., 13 Netherwood Rd., W.14. She 5152, 1426. **ZZZ-657**

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy brass-steel. Quick frame repairs and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-5. **ZZZ-823**

MISCELLANEOUS ADVERTISEMENTS

BUSINESSES, PREMISES, OFFICES, ETC.

FOR sale, Brechfa Express Services, four vehicles, stage licences, school contracts, and good scope for private hire, with garage and equipment, to be sold wholly or partly, up-to-date figures available. Terms could be arranged. Further particulars on inquiry. Apply Roberts and Davies, Brechfa Express Garage, Felington, Carmarthen, S. Wales. **910-x4354**

FOR sale—long-established Haulage Business (Ltd. Co.), London, with over 50 tons A and 16 tons B licences. Metropolitan Area. Write to Box CM0910, care of "The Commercial Motor." **911-380**

1954 Atkinson 6-wheel double-drop, good order and A licence, 7½ tons, countrywide normal user conditions, expires 1965. E. J. Bowcock and Sons, Sprage St. Garage, Congleton, Ches. Phone 3108. **910-x4479**

1960 BEDFORD 1,600-cu.-ft. Luton van, 7-ton capacity, on West Midland open A, good normal user.

TWO Ford Trader 6-wheelers on West Midland open A, limited company, good normal user.

THREE Dodge 7-tonners (unladen weight 10 tons), open A licences, also 1953 E.R.F. B licence and 1947 Bedford, B licence, limited company, good normal user, West Midland area.

BIRMINGHAM COMMERCIAL MOTORS, LTD., 560 Coventry Rd., Birmingham, 10. Phone, Victoria 0437. **910-523**

Miscellaneous Advertisements (contd.)

HAULAGE business, Birmingham, comprising of three vehicles including 1949 Trader 7-tonner, as new, with A licences approx. 10 tons unladen weight most goods, Great Britain. £5,200.

HAULAGE business, Yorkshire area, three lorries with A licences approx. 12 tons unladen weight, very good normal user.

HAULAGE business, West Midlands, five 1957-60 multi-wheel long-wheelbase tippers with A licences, general goods.

HAULAGE business, North West, consisting of 1959 Trader 7-ton tipper and Thornycroft diesel 8-10-tonner, each with B licence with very wide user conditions, limited company, £1,950.

HAULAGE business, Sussex, limited company, three modern long-wheelbase tippers with A, B and contract licences, reasonable price.

SEVERAL other one A licence businesses in various areas available, including North West.

FULLER particulars of the above can be supplied on request and some hire-purchase available.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glosop 2902-3.

AFTER HOURS 2356. **910-313**

Miscellaneous Advertisements (contd.)

N.W. Haulage business, 25 tons A licence, 20 tons contract A, all modern vehicles, flats and articles, spare trailers, excellent normal user, garage workshop and lorry park also available. Replies to Box CM107, care of "The Commercial Motor." **910-x4400**

HAULAGE business for sale, limited company, approx. 120 tons A licence and approx. 15 tons contract A licence, consisting of 16 8-wheel bulk tipping vehicles with good normal user. Box CM106, care of "The Commercial Motor." **912-6065**

Businesses, Premises, Offices, etc., Wanted

WANTED, haulage businesses with ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glosop 2902-3.

AFTER HOURS 2356. **910-312**

PROVINCIAL carriers require transport depot in North or East London, premises must accommodate 20 vehicles with covered space for storage and offices. Frank Willis and Sons (Carriers), Ltd., Wellesborough, Northants. **911-x4383**

Miscellaneous Advertisements (contd.)

ACCOMMODATION CATERING—WEST COUNTRY.

PAIGNTON HYDRO HOTEL. The most popular coaching hospitality in Torbay. 100 bedrooms, all modern amenities. Fully licensed. Offer accommodation for Saturday nights only, fully booked for remainder of 1961 season. Two large restaurants are available for luncheon parties. Menus available at reasonable prices. Own coach/car park. Apply Mr. W. J. Gent, M.H.C.I. Phone 56333. zzz-782

AUCTIONS

BY ORDER OF THE SECRETARY OF STATE FOR AIR.

40TH SALE.

E. & R.
R.A.F., STAFFORD.

on the main Sandon Road, two miles from Stafford Town Centre.

SOUTH AND STUBBS

ARE INSTRUCTED TO SELL BY AUCTION
ON
WEDNESDAY, MAY 31, 1961.

ON
HEADQUARTERS SITE, R.A.F., STAFFORD.

A LARGE QUANTITY OF SURPLUS
GOVERNMENT STORES.

INCLUDING

131 BEDFORD ENGINES and BEDFORD ENGINE SPARES, including Radiators, Sumps, Panels and Runners, Cylinder Liners, Axles Housing and Beams, Petrol Tanks, Springs and Leaves, Differentials, Transfer Boxes, Cylinder Blocks, Gearboxes, Canvas Covers, Induction Manifolds, Shock Absorbers, Pistons and Rings, Brake Drums, Crown Wheels and Pinions, Exhaust Valves, Water Pumps, Bearings, Silencers, Exhaust Pipes, Axleshafts, Springs, Fan Assemblies, Crankshafts, Camshafts, Cylinder Heads, Steering Arms, Hubs, Panels and Mudguards, Fan Assemblies, Cylinder Blocks with Pistons and Rings, Valves, Glass, Spiral Drives and Pinion Assemblies, Tilt Frames, Wings, Doors, etc. TWENTY-EIGHT AUSTIN ENGINES, NORTH AMERICAN FORD SPARES, including Exhaust Pipes, Covers, Transmission Assemblies, Spring Leaves, Radiators, Housing and Casing, Tilt Frames, etc.

SALE AT 11 A.M.

ON VIEW: Monday and Tuesday, May 29 and 30, and morning of sale to 11.

CATALOGUES IS EACH (P.O. only) from the Auctioneers.

Auctioneers' offices: 28 Esargate St., Stafford (phone 2331-2). 910-6052

BRITISH ROAD SERVICES, LTD.

(WESTERN DIVISION).

IMPORTANT SALE

AT

THE BARRY DEPOT.

CARDIFF ROAD, CADOXTON, BARRY, GLAM.

Auctioneer: B. LLEWELLYN TAMPLIN.

On instructions of the

BRITISH ROAD SERVICES, LTD.,

will conduct a

SALE BY PUBLIC AUCTION

(Without Reserve).

APPROX. 80 COMMERCIAL VEHICLES

AND

APPROX. 100 LOTS OF VEHICLE SPARES,

PLANT AND EQUIPMENT.

FRIDAY, JUNE 2,

at

10.30 A.M. PROMPT.

VIEWING: WEDNESDAY, MAY 31 AND

THURSDAY, JUNE 1.

By catalogue only, 10 a.m. to 6 p.m.

Catalogues IS each post free from the Auctioneer.

NEWPORT MOTOR SALES, LTD.,

EAST CANAL WHARF, CARDIFF.

Phone, Cardiff 21958. 910-595

CONTRACT HIRE

LAND ROVERS, light vans available on contract hire. Apply for terms.

COOMBS COMMERCIALS (GUILDFORD), LTD.,
Cromwell Rd., Guildford, Surrey. Phone, Guildford 62907.

CONTRACTS FOR HIRE AND WANTED

MAXIMUM capacity carrying tankers. All types available. Hatter Bros., Grays, Essex. zzz-665

Miscellaneous Advertisements (contd.)

KEELING TRANSPORT, LTD. 78 Traffic St., Derby. have Luton vans available for immediate contract hire. 1,300-2,000 cubic ft. capacity, maximum carrying capacity 5 tons. Painted and lettered to customers requirements. Immediate quotations upon receipt of adequate information. 910-320

BULK tipping loads required, general A licence. Box CM079, care of "The Commercial Motor." 910-221

CONVERSIONS

HENDYS FOR FORD.

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D and 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

PERCY HENDY, LTD.,

SOUTHAMPTON 28331 (EIGHT LINES). zzz-955

FORK-LIFT TRUCKS

MOBILIFT 1,500-lb. capacity fork-lifts, single-cylinder air-cooled engines, good working order, £240.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. zzz-815

TOW motor forklift, 6,000 lb. capacity, 8-ft. lift, fitted 4-cylinder Perkins diesel engine, overhauled and in good condition, £625; Clark solid-tyred forklift, 6,000 lb. capacity, fitted Ford 4D diesel engine, £625; late 5-ton mobile, solid-tyred crane, petrol-electric, new condition, ex-Military, £500. Offers considered for all or any of the above. North, Pontefract Rd., Stourton, Leeds, 10. Phone 76809. 910-9993

HIRST petrol fork-lift truck, 1-ton capacity, 9-ft. lift, new twin solid rubber tyres, reconditioned engine, steering and hydraulics overhauled, a magnificent little fork-lift truck, available in 10-14 days, photograph available, £595. Speed Electrics, Dept. CM, Church St., Basford, Nottingham. Phone 75716. 910-6031

COVENTRY Climax diesel, forklift truck, 2,000 lb. capacity, 9-ft. lift, 2-speeds forward, 2-speeds reverse, new pneumatic tyres on front, solid rubber tyres on rear, excellent working condition, thoroughly checked, tested and repainted, £695. Speed Electrics, Dept. CM, Church St., Basford, Nottingham. Phone 75716. 910-6030

4,000-LB. Coventry Climax diesel fork-lift truck, pneumatics, 12-ft. lift, overhauled. East Anglian Plant Hire, Ltd., Harborough Rd., Brixworth, Northampton. Phone, Brixworth 288. 913-6064

We always have for sale at least one Coventry Climax or similar diesel fork-lift truck, 9 or 12-ft. lift, which has been completely overhauled through our organization and repainted manufacturer's colours, test certificate and covered by three months' written guarantee.

PRICES FROM £1,250 EX WORKS.

MATHEW BROTHERS,

87 BEDDINGTON LANE, CROYDON, SURREY. Phone, Tho 3402 (five lines). zzz-853

COLBRO, LTD. offer fork-lift trucks for immediate disposal, subject to prior commitment. **ONE** Hyster fork-lift, 14,000 lb. capacity, 10-ft. lift, on pneumatics, perfect order, £1,150. **ONE** Hyster fork-lift truck, 15,000 lb. capacity, 17-ft. 6-in. lift, good working order, on pneumatics, power steering, £1,500.

CLARKE 6,000-lb. fork-lift truck, 14-ft. lift, solid tyres, perfect order, £675.

SPECIAL offer: One brand-new conveyancer, 6,000 lb. capacity, 12-ft. lift, diesel-driven fork lift, on pneumatics, torque-converter drive, immediate disposal, list price.

JAW BONE WORKS, Rothwell Haigh, Leeds. Phone, J Rothwell 3258. 910-466

INSURANCE

PAUL CHILDS, LTD.,

58 BIRCH GROVE.

LONDON, W.3.

Acorn 2398.

BEST market rates—no claims bonus to 40%. Monthly or quarterly payments accepted. 910-655

MISCELLANEOUS

WAYNE electric pumps, two for sale in good working order, suitable for paraffin or diesel fuel, £30 each. Tyburn Garage, Ltd., 1016-1018 Kingsbury Rd., Birmingham, 24. Castle Bromwich 2065. 910-91

HEADLAMP bulbs, Osram, Philips and Lucas, 24v., 38 and 38w. Lots of 50, 1s. each. Cropper, 2 Breese Hill, Liverpool, 9. 911-6069

PACKING AND SHIPPING

ROYAL 3066-9. The quickest way of shipping your car anywhere in the world is through

FARON, LTD., 51-53 Crutched Friars, E.C.3. 910-728

SITUATIONS VACANT

A.M.I.M.I. City and Guilds, A.M.I.Mech.E. etc. on "No pass, no fee" terms. Over 90% successes. For details of exams and courses in all branches of auto., diesel, aero., mechanical engineering, etc., write for 148-page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. zzz-812

Miscellaneous Advertisements (contd.)

WELL-ESTABLISHED commercial coachbuilders have a vacancy for junior draughtsman, must have experience in commercial bodywork on every type, composite and metal. Write, stating age, experience, etc., to Reall Coachbuilders, Ltd., 468-474 Bath Rd., Slough, Bucks. 910-6014

ALFRED BRITAIN, LTD. (Associate company of Allison's Transport (Contracts), Ltd.), require traffic manager for London Depot, successful applicant will have full control of modern fleet of 15 vehicles, an attractive salary is offered plus commission on new business and use of company car, all applications which will be treated in strictest confidence, should be addressed to: Alfred Britain, Ltd., 119 Clapington Rd., Dundee. 910-6045

WORKSHOP Supervisor required by commercial vehicle operator South Wales, applicants must have a wide knowledge and experience of engine and unit rebuilding, complete chassis repairs, inspection and maintenance, and ability to instruct staff over wide range of heavy road transport. Apply in handwriting stating (a) age; (b) education; (c) technical training; (d) previous and present employment; and (e) salary required. All applications, which should be accompanied by available testimonials, acknowledged and treated in strictest confidence. Box CM092, care of "The Commercial Motor." 910-6039

COME AND LIVE ON THE SOUTH COAST

DUE TO EXPANSION

AUSTIN DISTRIBUTORS

require

an experienced

COMMERCIAL VEHICLE SALESMAN.

Good salary and commission; car will be provided. Only fully qualified persons will be considered. Write in the strictest confidence to

General Manager,

HAIG'S MOTOR CO., LTD.,

GRANADA ROAD,

SOUTHSEA.

910-19

DIESEL fuel pump filters required. Phone, Paddington 3771, and Greenwich 3197. 912-6035

FIRST-CLASS partman required, preferably with Vauxhall-Bedford experience, living accommodation available. Apply in writing, stating salary and experience to Green Garages, Ltd., 641 Staines Rd., Bedford, Mk4. 910-2

FITTERS, skilled and semi-skilled with diesel experience required by large light and heavy commercial vehicle operator, Bedford, Leyland and A.E.C., good rates of pay and working conditions. Apply A. Pannell, Ltd., 779 Finchley Rd., London, N.W.11. 910-15

EXCELLENT OPPORTUNITY FOR A

TOP GRADE

MOTOR MECHANIC.

He must be fully conversant with all types of vehicles with emphasis on high quality cars. This is a works staff position in the North West London area with pension scheme and full welfare facilities.

Applications, stating age, qualifications and experience and salary expected to

BOX CM103

CARE OF "THE COMMERCIAL MOTOR."

911-6066

COACH hire traffic manager required, £20 per week, house available, near London. Box CM0914, care of "The Commercial Motor." 910-398

JUNIOR Salesman required for Dodge distributors in Croydon area. Tho 3473-4. 910-418

REPRESENTATIVE required to operate from new sales office being opened in Newcastle by national distributors of bulk-handling vehicle equipment, first-class sales potential, excellent future assured for right applicant, or supplied, pension scheme. Box CM108, care of "The Commercial Motor." 911-6067

ENERGETIC salesman required for new Routes dealership, N.W.1 area. Must be capable of working profitably on own initiative to increase business. Experience in commercial vehicles advantageous. Basic salary and commission, transportation provided. Write, stating age and past two years' experience, Box CM102, care of "The Commercial Motor." 910-238

CAR and commercial salesman required for Vauxhall-Bedford main dealer, Central London. Good prospects. Box 520, Aldridge Advertising, 1 Whitefriars St., E.C.4. 913-6061

DRAUGHTSMAN, senior, required, accustomed to the design of all types of commercial vehicle bodywork. Pension scheme for suitable applicant, canteen, social and sports facilities, holiday arrangements honoured. Apply, Establishment Manager, Normand Ltd., Cumberland Avenue, Park Royal, London, N.W.10. 910-17

A61

Miscellaneous Advertisements (cont'd.)

TRAFFIC clerk required by large haulage concern to take charge of four vehicles in Norwich; applicants must be able to route vehicles, control drivers and work on own initiative. Write details age, experience, salary required. Box CM109, care of "The Commercial Motor." 910-495

PHOENIX, of Sutton. Going up? Very rewarding and really progressive appointment for a fully-qualified and successful commercial vehicle salesman. Applications invited only from persons with the soundest credentials, and preferably from those whose present employment offers insufficient scope for advancement.

COMMENCING salary/commission and prospects will satisfy the most ambitious candidates. Write in strict confidence giving details of age, qualifications and experience to the Commercial Manager, mark envelope Personal.

PHOENIX MOTOR CO. (SURREY), LTD., Phoenix House, High St., Sutton, Surrey. 910-16

DEPOT foreman required for fleet of heavy haulage vehicles, North-East area. Experience essential in maintenance and organization of such a fleet. Please reply stating age, experience and salary required. Box CM1011, care of "The Commercial Motor." 912-6073

TRAILER manufacturers of world-wide repute require experienced technical sales representative for the London area. Must be keen, energetic and ambitious and possess at least ordinary National Certificate in Mechanical Engineering. Splendid opportunity. Give full details age, previous experience and qualifications. Box CM1010, care of "The Commercial Motor." 910-494

SITUATIONS WANTED

TRANSPORT manager with 25 years' experience motor trade seeks a change. Member of I.R.T.E. Box CM104, care of "The Commercial Motor." 910-237

STORAGE AND DISTRIBUTION

LENHAM STORAGE CO. LTD., near Maidstone, Kent. Southern England's foremost warehouses, capacity 34 million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout, Kent, Surrey, Sussex and Hants. Phone, Lenham 441 (five lines). 222-792

WANTED HYDRAULIC TIPPERS

Full details and literature on hydraulic tipping vehicles from 5 to 20 tons to

BOX NO. CM 101, c/o,
THE COMMERCIAL MOTOR,
BOWLING GREEN LANE, LONDON, E.C.1.

PICADOR

for
SPECIAL BODYWORK
and
VEHICLE CONVERSIONS

Whatever your requirements we can construct a suitable body. Our coachwork, constructed by skilled craftsmen, is famous for its strength, smart finish and long life.

PICADOR WORKS • PORTSMOUTH ROAD
SHOLING • SOUTHAMPTON Tel: Southampton 47728

Boys 3RD AXLE SUSPENSION
HENRY BOYS & SON LTD.
OXFORD ST. WALSALL W1381

Miscellaneous Advertisements (cont'd.)

TENDERS COUNTY BOROUGH OF DARLINGTON. AMBULANCE SERVICE.

TENDERS ARE INVITED FOR THE SUPPLY OF AN AMBULANCE

WITH 2.2-LITRE DIESEL ENGINE. BODY TO HAVE MINIMUM INTERNAL MEASUREMENTS OF 8 FT. LONG, 5 FT. 9 IN. WIDE AND 5 FT. HIGH, WITH REAR OPENING AT LEAST 5 FT. 9 IN. WIDE AND 5 FT. HIGH.

The equipment to include INSIDE BODY—stretcher on easy loading device on rear side; seat with folding arms to take collapsible stretcher on off side; collapsible stretcher, folding carrying chair, first-aid box, locker for extra blankets; windows to be of "Purdah" glass, rear loading light, heater, usual lights.

INSIDE DRIVER'S CAB; heater and demister, two electric windshield wipers, interior light, one quart C.T.C. fire extinguisher.

OUTSIDE: Amber flashing light built-in over cab, Wink-worth electric bell, fog lamp.

Tenders, in plain sealed envelopes endorsed "New Ambulance," to be delivered to the Chief Fire Officer, Fire Station, Borough Road, Darlington, not later than June 2, 1961.

C. N. S. NICHOLSON,
Town Clerk.

11 Houndgate,
Darlington.

910-22

ISLE OF WIGHT COUNTY COUNCIL.

TENDERS ARE INVITED FOR THE SUPPLY OF A NEW 30-CWT. FORWARD-CONTROL VAN.

Details and form of tender may be obtained from the County Education Officer, County Hall, Newport, Lo.W. Tenders in a plain, sealed envelope, endorsed "Tender for School Meals Van," must be received by the Clerk of the County Council, County Hall, Newport, Lo.W., by June 5, 1961. 910-504

Miscellaneous Advertisements (cont'd.)

FRIERN BARNET URBAN DISTRICT COUNCIL

INVITE TENDERS FOR THE SUPPLY OF AN AUSTIN 1/2-TON PICK-UP.
1953 AUSTIN A40 PICK-UP TO BE ACCEPTED IN PART-EXCHANGE.

Forms of tender to be obtained, from the engineer and surveyor, Town Hall, N.11, to whom they should be returned by 10 a.m. on June 5, 1961. 910-546

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.

DIESEL oil stock books. Cost books, etc. Send for descriptive list.

CHARWOOD PUBLISHING CO., LTD., Coalville, Leicestershire. 222-569

MOTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics' Works, this book is designed for students entering for the Award of the National Craftsmen's Certificate of Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated, 237 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

THE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road transport law and management. 196 pages, illustrated, price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detail facilities afforded by the wharves, together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated, 104 pages, 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

"MODERN CLEANSING APPLIANCES." by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

THE OPERATORS' GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

HARTRIDGE

NOZZLE

POPTEST

The only UNIVERSAL
(low priced) DIESEL
INJECTOR TESTER

FOR EFFICIENT
DIESEL SERVICE



LESLIE HARTRIDGE LTD.
151 Great Portland Street, London, W.1.
Telephone: LANgham 7191-2-3

TYRES!!! TYRES!!! TYRES!!!

H. MATTHEWS LTD.

10,000 Tyres always in stock.
ALL MAKES AND SIZES SAVE MONEY

Phone, write or call
89-97 Stockwell Road, London, S.W.9.
BRIXTON 2026 (8 lines)
Export Dept. 2027.

Breakdown Service



YOU'VE SEEN THE REST—THIS IS THE BEST!

Main Distributors
for Guy and Dodge
Vehicles, and
Specialists in Fuel
Injection Equipment



NORTH CHESHIRE MOTORS LIMITED

WINWICK STREET FACTORY · JOHN STREET · WARRINGTON TELEPHONE: WARRINGTON 33271

AT YOUR SERVICE IN THE MIDLANDS

MAIN DISTRIBUTORS
FOR "GUY"

RETAIL DEALERS
FOR FORD & COMMER



Mayfair Garage

COLESHILL ROAD
TAMWORTH
TELEPHONE: TAMWORTH 1396/7

NOTTINGHAM

A SUPER SIX-WHEEL DRIVE BREAKDOWN
VEHICLE IS AT YOUR SERVICE

SCOTTS of NOTTINGHAM Ltd.

ATKINSON SPARES AND SERVICE
MAIN DISTRIBUTORS

Phone: Deer Park 221/2 24-hour Service
Wollaton Works, Lambourne Drive

LONDON AND SOUTH-EAST

EAST GREENWICH GARAGE LTD

TRAFALGAR RD., S.E.10 Tel: GRE 4881/7

- ★ HEAVY BREAKDOWN WITH WINCH
- ★ ACCIDENT REPAIRS OUR SPECIALITY

24-HOUR
SERVICE



NEWCASTLE

NEWCASTLE (STAFFS)

Phone: 64621/2/3

MOTOR COY. LTD.

Sales After Hours
Keele Park 249

Newcastle Rd., Trent Vale, Stoke-on-Trent
FOR HEAVY BREAKDOWN DUTIES

★
Commer/Karrier Distributors
Satisfaction Guaranteed

★
ALL TYPES OF REPAIR UNDERTAKEN
24-HOUR SERVICE

Gloucestershire—Herefordshire—Monmouthshire

WATTS of LYDNEY

HIGH STREET, LYDNEY, GLOS.

MOBILE CRANES AND BREAKDOWN VEHICLES
AVAILABLE DAY AND NIGHT

Lydney Service Depot
Phone: Lydney 390 (7 lines)

Gloucester Service Depot
Phone: Gloucester 27155 (2 lines)

HEREFORD

PRAILS (HEREFORD) LTD.

24 HOUR
RECOVERY SERVICE
Phones: HEREFORD 4221/6 8 a.m. to 6 p.m.
HEREFORD 5464 NIGHT SERVICE

CHELMSFORD—COLCHESTER—IPSWICH

24-HOUR
HEAVY BREAKDOWN SERVICE

GUN HILL GARAGE

DEDHAM 3172
THORNYCROFT, POWERED BY ROLLS-ROYCE



A WIDE CHOICE OF NEW
AND USED TRUCKS AND
VANS ALWAYS IN STOCK

Hours of Business—Mon. to Fri. 8 a.m.—5.30 p.m.; Sat. 8 a.m.—noon

Whenever you are in a Hurry for GENUINE BMC PARTS AUSTIN CARS—VANS—COMMERCIAL VEHICLES MORRIS

Come and be spoilt by a service that satisfies

Factory-reconditioned Engines (Petrol and Diesel), Clutches, Gear Boxes, Differentials, Steering Gears,
Exchange Water Pumps, Fuel Pumps, Lift Pumps, Injectors, Oil Pumps and Prop. Shafts

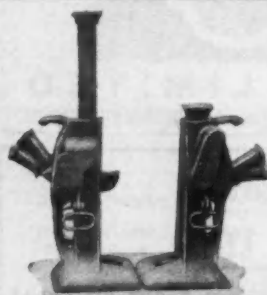
All Phone and Mail Orders on the way the same day

FERRARIS OF CRICKLEWOOD LTD.

200-220 CRICKLEWOOD BROADWAY, LONDON, N.W.2

TELEX No. 21215 LONDON

GLAdstone 2234 (6 lines)



12 TON RATCHET JACKS

HEAD and TOE LIFT
COMPLETE WITH
HANDLES

BRAND NEW
£12 each

15-TON JACKS £16 EACH

L. W. VASS LIMITED
AMPTHILL, BEDFORD. Tel: AMPTHILL 3255-6



CLARK ROSS SPARES

FOR MATERIALS HANDLING EQUIPMENT

Genuine spares and service from the sole
United Kingdom Distributors

I.T.D. LIMITED

WEBB LANE, HALL GREEN
BIRMINGHAM, 28
Phone: Springfield 2282

POWER TO PULL
demands
POWER TO STOP!

Sales Agents for Road Transport Undertakings:
Equipment & Engineering Co. Ltd.
2-3 Norfolk Street, Strand, London WC2



SPECIFY



AIR BRAKES

for s-m-o-o-t-h, safe,
stopping power under all conditions

WESTINGHOUSE BRAKE AND SIGNAL CO. LTD

Automotive & Industrial Products Division
Hanham Road, Kingswood, Bristol. Bristol 67-1781

if it's **DODGE**

SALES · SERVICE · SPARES



MITCHELL'S your
man!

L. A. MITCHELL (MOTORS) LTD.
1 Balham High Rd., London, S.W.12
BALHAM 2234

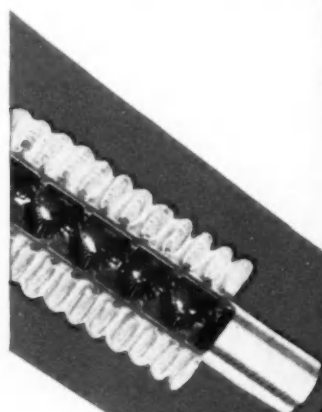
THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 29

Printed in England and Published Weekly by the Proprietors, TEMPLE PRESS LIMITED, BOWLING GREEN LANE, LONDON, E.C.1.
Registered at the G.P.O. as a Newspaper. Registered for transmission to Canada and Newfoundland by magazine post. Annual Subscription Rate 70/- (Canada and U.S.A. \$10)
postage included. Shorter periods pro rata. AGENTS ABROAD—EUROPE—Messageries Dawson (S.A.), Paris; Messageries Hachette et Cie., Paris; W. H. Smith & Son, Paris and
Buenos Aires. CANADA—Wm. Dawson Subscription Service, Ltd., Toronto; Gordon & Gotch, Ltd., Toronto. AFRICA—Central News Agency, Ltd., Cape Town; Wm. Dawson & Son
(S.A.), Cape Town. ASIA—W. Thacker & Co., Ltd., P.O. 190, Bombay. AUSTRALIA and NEW ZEALAND—Gordon & Gotch (A'sia), Ltd.

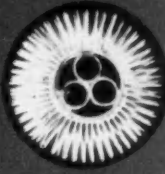
CLAYTON -STILL

HEAT TRANSFER TUBES
FOR VEHICLE
APPLICATIONS

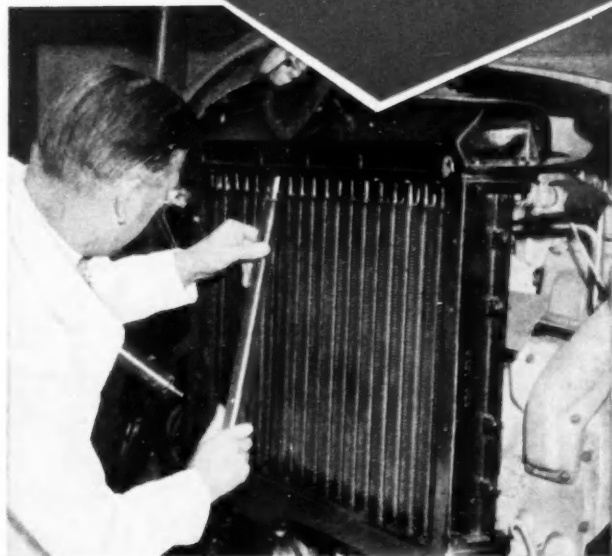
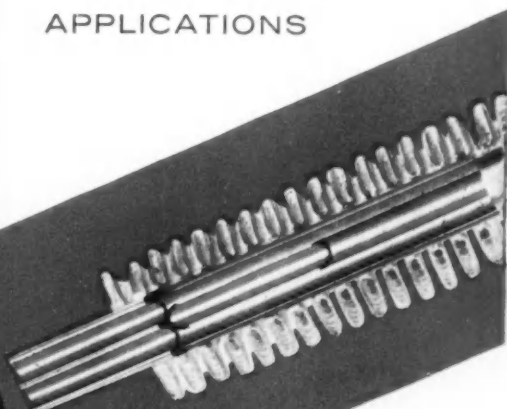
STANDARD RADIATOR TUBE ▶



▲ OIL COOLER TUBE
WITH WIRE WOUND INSERT



▲ OIL COOLER TUBE
WITH THREE-TUBE INSERT



The only tube of its kind in the world, this was first manufactured by Clayton Dewandre in 1928 and constant development now makes available a heat-exchanger element which is superior in every respect to comparable products. It offers a variety of advantages in vehicle applications: high efficiency, great strength, unrestricted fluid flow, imperviousness to damage by freezing and flying stones, easy cleaning, simple replacement.

◀ Replacing radiator tube in Bristol Lodekka. (By courtesy of the Lincolnshire Road Car Co. Ltd)

Specify Clayton-Still tubes for your radiators and oil coolers. More and more operators are becoming aware of the real saving represented by Clayton-Still tube radiators and oil coolers. Apart from the intrinsic qualities of the tubes themselves, they can be flexibly mounted, thus eliminating the damage normally caused by vibration, chassis twist and differential expansion. In the event of damage one or more tubes can be removed and replaced and the vehicle returned to service immediately.

"STILL"—AND ALWAYS—THE BEST

CLAYTON DEWANDRE CO LTD



TITANIC WORKS
LINCOLN • ENGLAND
Telephone: Lincoln 25272

Leading Manufacturers of Vacuum & Air Braking Systems • Automatic Chassis Lubricators • Power Assisted Steering Equipment • Heating & Demisting Systems • Radiator & Oil Cooler Tubes



A WIDE CHOICE OF NEW
AND USED TRUCKS AND
VANS ALWAYS IN STOCK

Hours of Business—Mon. to Fri. 8 a.m.—5.30 p.m.; Sat. 8 a.m.—noon

Whenever you are in a Hurry for GENUINE BMC PARTS AUSTIN CARS—VANS—COMMERCIAL VEHICLES MORRIS

Come and be spoilt by a service that satisfies

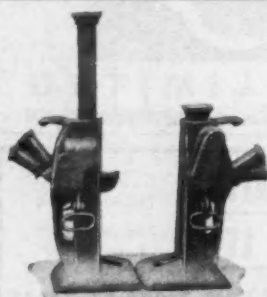
Factory-reconditioned Engines (Petrol and Diesel), Clutches, Gear Boxes, Differentials, Steering Gears,
Exchange Water Pumps, Fuel Pumps, Lift Pumps, Injectors, Oil Pumps and Prop. Shafts
All Phone and Mail-Orders on the way the same day

FERRARIS OF CRICKLEWOOD LTD.

200-220 CRICKLEWOOD BROADWAY, LONDON, N.W.2

TELEX No. 21215 LONDON

GLAdstone 2234 (6 lines)



12 TON RATCHET JACKS

HEAD and TOE LIFT
COMPLETE WITH
HANDLES

BRAND NEW
£12 each

15-TON JACKS £16 EACH

L. W. VASS LIMITED
AMPTHILL, BEDFORD. Tel: AMPTHILL 3255-6



CLARK ROSS SPARES

FOR MATERIALS HANDLING EQUIPMENT
Genuine spares and service from the sole
United Kingdom Distributors

I.T.D. LIMITED

WEBB LANE, HALL GREEN
BIRMINGHAM, 28
Phone: Springfield 7282

POWER TO PULL
demands
POWER TO STOP!

Sales Agents for Road Transport Undertakings:
Equipment & Engineering Co. Ltd.
2-3 Norfolk Street, Strand, London WC2



SPECIFY



AIR BRAKES

for s-m-o-o-t-h, safe,
stopping power under all conditions

WESTINGHOUSE BRAKE AND SIGNAL CO. LTD
Automotive & Industrial Products Division
Hanham Road, Kingswood, Bristol. Bristol 67-1781

if it's **DODGE**

SALES · SERVICE · SPARES



MITCHELL'S your
man!

L. A. MITCHELL (MOTORS) LTD.
1 Balham High Rd., London, S.W.12
BALHAM 2234

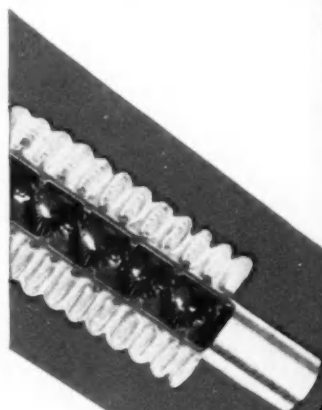
THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 29

Printed in England and Published Weekly by the Proprietors, TEMPLE PRESS LIMITED, BOWLING GREEN LANE, LONDON, E.C.1.
Registered at the G.P.O. as a Newspaper. Registered for transmission to Canada and Newfoundland by magazine post. Annual Subscription Rate 75/- (Canada and U.S.A. \$10) postage included. Shorter periods pro rata. AGENTS ABROAD—EUROPE—Messageries Dawson (S.A.), Paris; Messageries Bachellet et Cie., Paris; W. H. Smith & Son, Paris and Rouen. CANADA—Wm. Dawson Subscription Service, Ltd., Toronto; Gordon & Gotch, Ltd., Toronto. AFRICA—Central News Agency, Ltd., Cape Town; Wm. Dawson & Son (S.A.), Cape Town. ASIA—W. Thacker & Co., Ltd., P.O. 180, Bombay. AUSTRALIA and NEW ZEALAND—Gordon & Gotch (A'sia), Ltd.

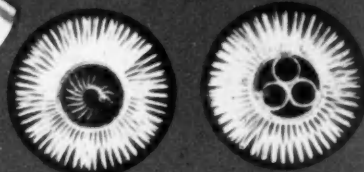
CLAYTON -STILL

HEAT TRANSFER TUBES
FOR VEHICLE
APPLICATIONS

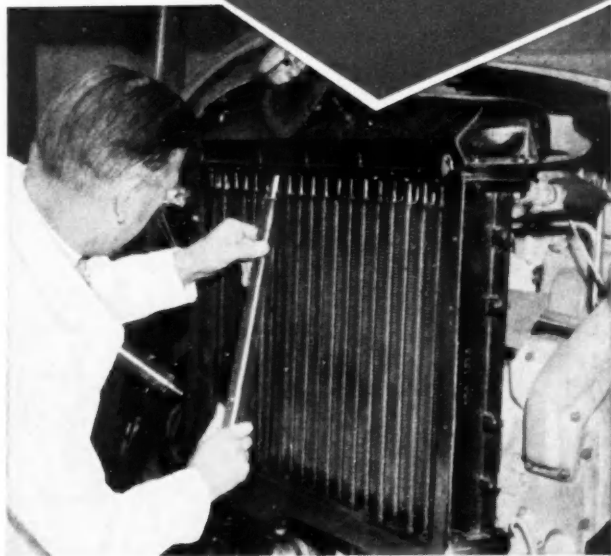
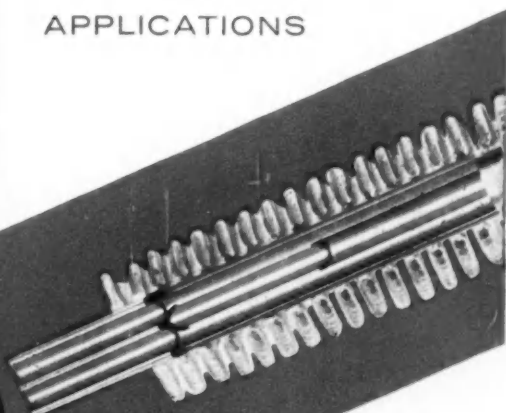
STANDARD RADIATOR TUBE ▶



▲ OIL COOLER TUBE
WITH WIRE WOUND INSERT



▲ OIL COOLER TUBE
WITH THREE-TUBE INSERT



The only tube of its kind in the world, this was first manufactured by Clayton Dewandre in 1928 and constant development now makes available a heat-exchanger element which is superior in every respect to comparable products. It offers a variety of advantages in vehicle applications: high efficiency, great strength, unrestricted fluid flow, imperviousness to damage by freezing and flying stones, easy cleaning, simple replacement.

◀ **Replacing radiator tube in Bristol Lodekka. (By courtesy of the Lincolnshire Road Car Co. Ltd)**

Specify Clayton-Still tubes for your radiators and oil coolers. More and more operators are becoming aware of the real saving represented by Clayton-Still tube radiators and oil coolers. Apart from the intrinsic qualities of the tubes themselves, they can be flexibly mounted, thus eliminating the damage normally caused by vibration, chassis twist and differential expansion. In the event of damage one or more tubes can be removed and replaced and the vehicle returned to service immediately.

"STILL"—AND ALWAYS—THE BEST

CLAYTON DEWANDRE CO LTD



TITANIC WORKS
LINCOLN · ENGLAND
Telephone: Lincoln 25272

Leading Manufacturers of Vacuum & Air Braking Systems · Automatic Chassis Lubricators · Power Assisted Steering Equipment · Heating & Demisting Systems · Radiator & Oil Cooler Tubes



EVERY
THAMES TRUCK
TURNED OUT
IS FITTED
WITH

Thompson

Thames and Thompson—a fine combination of a powerful truck range and the most reliable steering joints available—Thompson and Thames.

Thompson
REGD. TRADE MARK

BALL JOINTS &
TIE RODS

AUTOMOTIVE PRODUCTS CO. LTD.
LEAMINGTON SPA
WARWICKSHIRE



ONE OF THE
AUTOMOTIVE
PRODUCTS
GROUP

